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Special Features This Issue
Rowing the Rio
Southern Comfort & Atlantic Challenge



messing about in **BOATS**

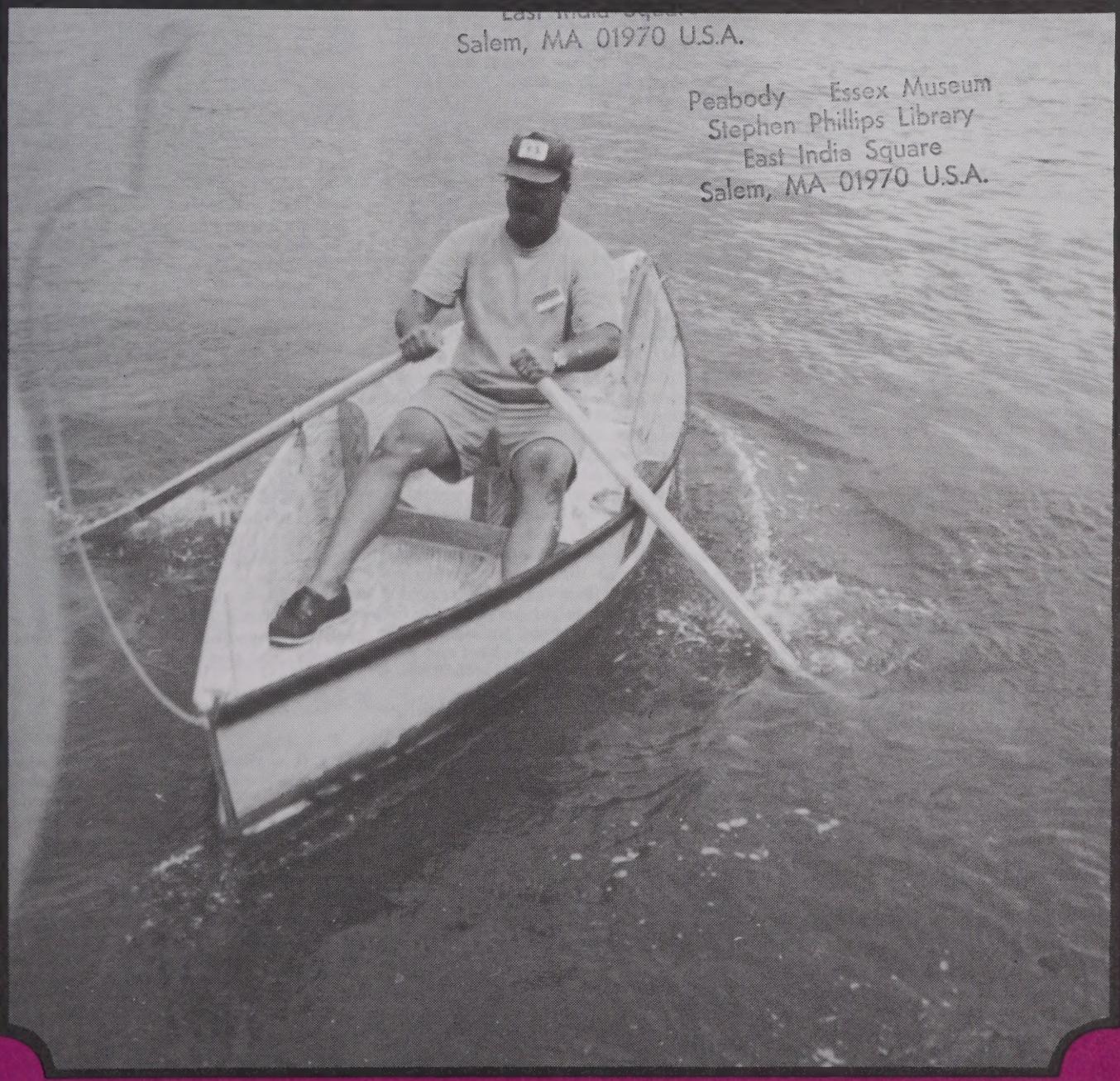
Volume 12 - Number 21

Peabody Essex Museum
Stephen Phillips Library

March 15, 1995

East India Square
Salem, MA 01970 U.S.A.

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BOATS

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In Our Next Issue...

I'll report on the new season's opener hereabouts, the Snow Row.

Ted Davis winds up his short series on "The Adventures of Vaga" and Peter Johannsen begins a much different cruising tale in "The Maiden Voyage of Raskur"; John Sherrill has a long tale about "Building Mary Jane in a New York City Junkyard"; John Longbottom tells about "Building My Simmons Sea Skiff", Mark Stevens describes "Dreamgirl, a Bolger Light Schooner", and Dick Hankinson asks, "How Much Did That Boat Really Cost?"

We look at the sea kayak kits and plans from Chesapeake Light Craft and Pygmy Kayaks; Phil Bolger brings us a "16' Garvey Outboard Utility", and Muriel Short discusses "That Blunt Pelican Bow".

Sam Overman's "No Pour Concrete Ramp" and David Goodchild's "Polyethyl Sails & Plywood Water Tanks" finally get into print, and Scott White winds up his series with "Boatwork - Belt & Suspenders".

Reviews of *The ABC's of Boat Camping* and *Sensible Cruising Designs*; announcement about Safe Boating Week, and the Coast Guard's "book" on Building Your Own Boat, and a Happenings update will fill it out nicely, along with more of your letters and classified ads.

On the Cover...

The fad for building "quick & dirty" boats at boat shows is gaining adherents, Jim Thayer includes comment on this in his report on last fall's Charlestown Maritime Festival, and wonders what this might be doing to the public's perception of the traditional boat building craft.

Commentary...

Perhaps you noticed that the last issue (March 1st, blue cover) felt and looked a bit different than what we have been mailing to you. We had to make an unexpected change in printer and the new printer did the job a bit differently. The paper was lighter weight, the photos were brighter, the blue ink may have rubbed off a bit on your fingers. Some good, some bad.

We made the change as we faced, unexpectedly, a hefty increase in our printing bill from the firm that has done the job for the past three years or so. Apparently inflation is again on the move and it has seriously impacted paper costs. I was reluctant to change but had to face the reality that adding close to \$10,000 a year to my printing bill, on top of the unavoidable \$3,000+ the postal rate increase has imposed would seriously affect the financial side of this publishing venture, even with our just increased subscription price.

I had not intended to pass along just about all of that increase in income to the printer and the post office, that income not soaked up by the second postage increase we have had to absorb since our last price increase was to go into improving our mailing system, and to adding pages to accommodate the growing volume of good stories and ads. I was fortunate to already have established a business relationship with another printer who was doing much of our odd job stuff, and he was able to offer us a price comparable to what we had been paying, thus getting us back to where we were at least.

So some changes will be noticeable. The lighter paper has already been replaced in this issue with a heavier grade as I like the feel of it better, a bit more "heft" for a skinny publication. The ink ruboff that I perhaps experienced more than you did, (handling 4,000 copies) should be resolved with this issue. The plus aspects are now what I look forward to.

Photos should be brighter as we have gone to a different halftone screen more compatible with the uncoated (rough surface) paper we use. The too-fine screen on the too-rough paper often caused darker areas of photos to fill in some, giving too much of a gray tone unless the original photos were really bright and clear. We use your everyday "snapshots" for most of our articles, they are what you shoot and send along, so it's not easy to get uniformly good reproduction.

Most important to me, I am now going to be able to increase the size of the magazine in four page increments at an acceptable increase in cost, so the crowded pages of the present 32 page issues should gain a little elbow room within the next few issues. Until now it made no sense to consider a size increase in fewer than eight page increments due to the nature of the press being used requiring a much higher increase in cost. However this size increase has to await our changeover to a computer label mailing system, which is now being set up. But by early summer we should be able to enjoy this modest expansion.

Coming into the modern age in our mailing system is at last feasible, and the only reason for any further delay is the time it will take us to type into the com-

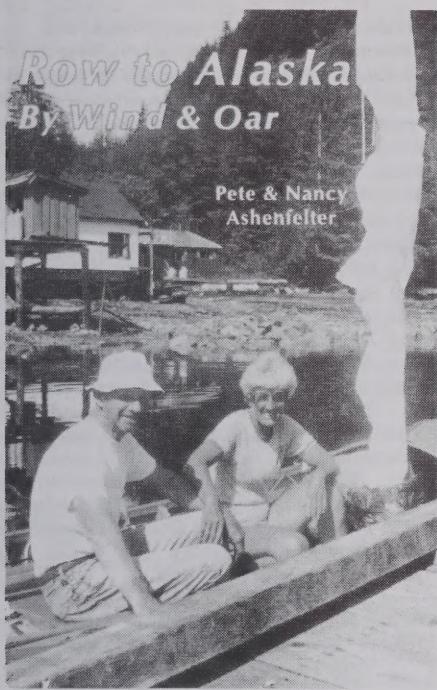
puter over 4,000 names and addresses, with necessary renewal date information, seasonal address changes, and other special circumstance situations. All the subscriber information is presently on what used to be called IBM cards for our electro-mechanical addressing. It has been fast when addressing the magazines, but tedious in management, entering new subscriptions, updating renewals, entering address changes, replacing stencil cards every two years, etc. The computer program will also add the bar codes the postal service uses to speed delivery and also we will be able to add the "Zip Plus Four" that few of you use on your addresses as it isn't yet required. This too is supposed to improve delivery. We'll see.

So, out of a sudden unexpected adversity arises some positive developments. The next two or three issues should resolve any problems that this changeover might present (such as that ink ruboff) and we'll be in good shape as we start on our 13th year in mid-May.

Wow, 13 years soon. And at year's end we'll reach our 300th issue! Not that the arbitrary number 300 is significant of itself, but when I think about putting together all those issues and mailing them out of here since 1983 I am impressed. This winter I have been gradually putting a complete set of back issues into D-ring binders for easier reference and to preserve at least one of each for myself (and posterity?). There's a pile of them. When they're all in binders I can rack them up on the shelves in the barn's upstairs mailing/storage office alongside the 20 years worth of my old *Cycle Sport* magazine (1959-78) and the 14 years of the *Trail Rider* magazine (1970-83), and step back, and with a sweeping gesture across the whole array, announce to any innocent onlooker, "Behold, my life's work!" Bizarre notion, isn't it.

Well, it's not done yet either, as you well know from my past remarks on this topic. Enthusiasm still runs high here for the twice a month schedule as the supply of good reading from all of you continues to come in unabated. There's just so much of interest in this little niche of the boating world that we occupy. Ideas, dreams, activities, projects, they seem endless in number and also in variety.

BOOK REVIEW



Row to Alaska by Wind & Oar

Pete & Nancy Ashenfelter
Anderson Publishing Co.
175pp., \$12.

Review by Greg McMillan

Retirement has different meanings for different people. For me it meant buying an old hulk of a 30' catamaran, rehabbing it, and sailing it down the Pacific coast into Mexico. For Pete and Mary

Ashenfelter it meant some high adventure which was turned towards rowing to Alaska by hearing the story of how the son of a friend had done it. Nancy tells how her mind was made up by the statement of a friend, "All I want in life now is my own bed and my grandchildren!" Nancy comments, "I figured when it gets down to safety of bed and grandchildren you can haul me away by the feet."

Although Pete and Nancy had sailed for years they didn't feel at all qualified to build a boat capable of being rowed to Alaska, so they had a beautiful 17' dory built for them by Jeremy Snapp on Lopez Island, one of the San Juan Islands and a good starting point for their voyage. The boat was equipped with a lugsail and occasionally this gave them a free ride, but for the most part they rowed the whole 750 miles in a boat so loaded that with two of them rowing their cruising speed was about two miles an hour.

It was not easy. Which was worse, the horrendous tides and sudden storms or the constant rain? They rowed through an area where the annual rainfall came to 180 to 200 inches a year, and so in a two and a half months trip they had only three rain free days. Day after day of terrific downpours kept everything they had soaked. Tidal ranges frequently in excess of 20 feet meant constant strong currents, and where rivers poured into the straits, frightening whirlpools and riptides.

And here was this couple of retirement age, who had never done anything like this before, taking turns, chapter by chapter, telling the story from their journals. There were not only rain and currents, but the delight of an intimacy with unspoiled nature where animals and birds were unafraid of them. One of the great benefits of the cruise, as they tell it, was meeting wonderful sharing people along their way. The book is dedicated to one couple who, "saved our lives with total disregard of po-

tential damage to their boat or injury to their bodies."

Reading this book I became aware that Pete and Nancy are very special people whom others would want to help achieve their goal.

Editor Comments: Back in the early days of *Messing About in Boats*, Pete and Nancy submitted their preliminary story of the trip, which I serialized over several issues in 1984. They were the sort of people I already was reaching out to with this little magazine, "Just like you and I," one likes to think. They contributed in this way to the development of the format that the magazine has taken on in the intervening years, featuring real stories by real people about real life adventures and achievements we all can aspire to, each in our own way.

When the copy of the book arrived last fall Nancy wrote explaining why she had undertaken to publish their tale in a book:

"You may remember running a series of articles written about our rowing trip to Alaska back in 1984. This book is about our adventure, I published it in March, 1994 in memory of my husband Pete, who died in 1992. I thought you might enjoy reading it and reliving the struggle with us.

It is available in the east at bookstores served by Robert Hale Marine Book Distributors."

Well, I did indeed enjoy reading it, and it left me with one overwhelming impression. Whatever it is one dreams of undertaking, it's so important to go ahead and do it while you still are able. And, as a man blessed with marriage to a woman who shares my dreams and aspirations, I can only further state that Pete Ashenfelter was another lucky man to have shared a life and this adventure with a woman like Nancy!



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Contributed by Tom Shaw



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Radar Reflectors

Do you boat at night? Offshore? In a large bay or estuary? Anywhere that has commercial traffic? If so, it's time to give serious consideration to getting a radar reflector.

Consider these facts. Many of us operate pretty small vessels. Most of our boats are made of either fiberglass or wood, neither of which gives a strong radar reflection. Because our boats are small, our running lights are close to the surface of the water, are sometimes clouded with spray and are generally difficult to spot at a distance. The most important truth of night navigation, beyond knowing just where we are and what course will keep us free from hazards, is that other vessels can see us, and that's not always easy.

A radar reflector significantly increases our chances of being seen on the radar screen of another vessel. The degree of improvement depends on the size of the reflector and its height above the water since it provides a metallic surface to reflect the radar impulse. Wood and fiberglass reflect that impulse very poorly, if at all but the reflector will provide a significant "blip" and tell the radar operator not only that there is an "object" out there but where it bears in relation to his vessel. That's a truly significant safety difference, one well worth the relatively small investment in a reflector, especially since almost all commercial vessels have (and use) radar as do an increasing number of recreational boats.

There are a number of styles of radar

reflectors and a variety of prices. One catalog lists them from less than \$20 to as much as \$100 with a range of between \$25 and \$35 being normal. Some reflectors fold flat, making for easy storage. These are particularly useful for smaller vessels and for those that do very little night sailing. A cruising boat might well elect the larger and permanently "unfolded" size. You can also purchase reflectors with "weather protective" coatings. This will increase the price and will decrease, to some extent, the effectiveness of the reflector.

Whatever reflector you choose, the important thing is to mount it as high as possible; at the masthead or crosstrees of a sailing vessel or just below the masthead light on a power boat. Radar, like VHF radio, is a "line of sight" pulsation and height above the water is a significant factor in the range at which a signal from the radar set can be "bounced" back from the reflector on your boat to the sender.

Navigation at night has its definite problems, one of which is seeing and being seen. A radar reflector, dramatically increasing your chance of being located by another vessel, is a real help to peace of mind at sea.

About That Gaff

What a pleasant surprise to find that picture of *Noahsark* on your February 15th cover.

The makeshift gaff was cut on Little Babson Island on Eggemoggin Reach the night before the 1992 WoodenBoat Regatta. Every suitable tree had the same crook about 15' up from the ground, presumably the result of an ice storm in 1990-91. The sail set extremely well, nonetheless!

With this gaff still in service in 1993 (as result of another winter project not done) *Noahsark* won the double handed cruising division of the Monhegan Sail Challenge, making the offshore 100 miles in 14 hours.

When I bought *Noahsark* she set both foot and head of her main in wooden sail-track on the boom and gaff. Why, during the first winter that I owned her, I added grommets to the main to accomodate lacing on I can no longer remember, but the grommets remained unused until this "new" gaff was pressed into service. I can say that in my mind the main never set as well using track as it did laced on. There was much greater ability to develop the desired power chord for prevailing conditions.

If any readers are still at the point of dreaming/designing/building where choice of rig remains open, I urge them to consider this tale carefully. The old gaff broke hitting a setup running backstay in an accidental gybe single-handed in 25 knots. Had it been a marconi rig the gybe could have easily carried away the mast or at least the boom, in either case leaving *Noahsark* un-sailable. With the gaffer I was able to sail on "scandalized" to my destination.

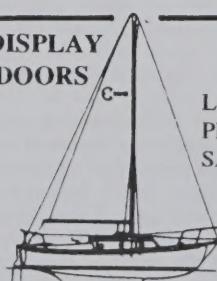
With only a hole saw, a butcher's knife (and sufficient duct tape to convert the pointy end into the other handle of a drawknife), bit brace, and parallel rules (to help scribe the required cuts to fasten the jaws), I was able to be ready to race in less than 18 hours after my screw-up. Finding a couple of eager college kids, and having an adequate rum/beer supply aboard with which to compensate them, certainly did reduce the physical effort.

My point is, a marconi rig would have been useless, and jury rig repairs would have been more time consuming and would have required tools unlikely to be found aboard.

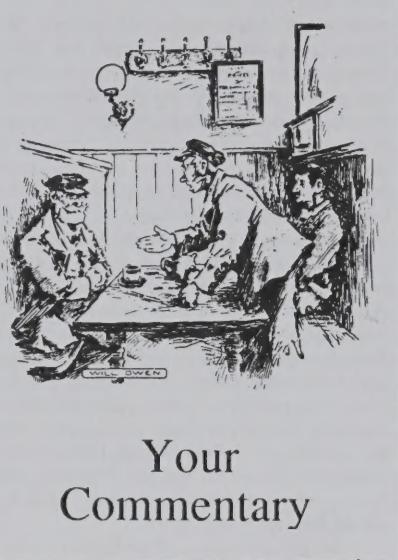
Dick Willis, Ipswich, MA.

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Your Commentary

Some Comments

I recently bought a set of three olive colored Egyptian cotton sails advertised in a recent issue. The owner sent them to me nicely folded in a box with a bill for \$30.24 enclosed. It was nice to be trusted sight unseen. And what a good deal, made possible by your free ad policy.

The image of the old bearded Sabot sailor deftly handling big surf in Hawaii as described in a recent letter published comes back to me now and then. I think I know who it was...Phil Bolger on vacation!

I enjoy the Toad Hall series but have trouble believing in the low number of hours David Goodchild says he has put into the project. Maybe when he makes his proposed North Atlantic circuit he will acquire a little more of a quality he seems rather deficient in, humility. He seems to already have much creativity, intelligence and ability.

Dick Damon, Belmont, MA.

Nesting Dinghy Plans Wanted

I am interested in finding some plans for a nesting dinghy of around 10'-12' with an outboard motor well and sail rig. It should be a good rower, stable, simple to build of plywood, dory shape preferred, and able to take a 5hp outboard.

I plan to use it as a tender for my cruising sailboat so it should also tow easily or store on deck. Any suggestions would be helpful.

I have seen only one or two boats in the Classifieds that I probably would not want to own. Lucky for me that my pockets are empty or I would have acquired quite a fleet by now.

Markle Austin, P.O. Box 26, Brinklow, MD 20862.

Into Low Impact Boating

I'm getting more into "low impact" boating all the time. I sold my Catalina 22 and am keeping the Victoria 18 and Rab Titmouse, *Scraps*. *Scraps* should be well received at traditional small craft gatherings. I had hoped to slip down to the Cedar Key meet this spring and was saddened to read in the March 1st issue that it is not to be this year.

Bill Burns, Springfield, KY.

Astronomical Companion

David Carnell's review of Pacific Publisher's *Tidelog* in the February 15th issue is justifiably enthusiastic, it's everything he says it is.

I'd like to mention that in each *Tidelog* is an order blank for Guy Ottewell's *Astronomical Companion*. Perhaps it's less appropriate to a nautical publication, but I obtained a copy two years ago and am crazy about it! It's a star book, all right, but that's just the beginning. With elegant text and dozens of extraordinary drawings Mr. Ottewell tells the reader all he/she could ever want to know about the universe. Everything from why the tides follow the patterns they do, to the origins of names of stars and constellations, to a series of marvelously detailed and ingenious diagrams showing the relationship of the earth and solar system to distant galaxies and beyond, way beyond.

It's pre-Hubble telescope and Voyager spacecraft and I suppose a serious astronomer could find an outdated concept or two. But any sailor (indeed, anyone) who ever looks up at the night sky needs this gem of a book. And if Dan, who borrowed my copy three months ago, reads this, please give it back. I miss it!

Astronomical Companion is \$14 a copy, plus \$2 shipping, from Pacific Publishers, Box 480, Bolinas, CA 94924.

Tom Halstead, Manchester, MA.

Luders Lovers Please Note

The Stamford Historical Society in Stamford, Connecticut, is mounting a special "Luders Means Leadership" exhibition opening March 19th and continuing through September 17th. Anyone with any information, background, or interest in Luders is invited to contact us. We'd like to have you share your photos, letters, objects or remembrances with all who love Luders yachts.

There will be a reunion of Luders built boats in Stamford Harbor from July 27th through the 30th. More than 40 still are operational in local waters including many L-16 sloops, the Greenwich Town Ferry and the NYNEX Cable Layer for New York Harbor.

Linda Baulsir, Stamford Historical Society, 1508 High Ridge Rd., Stamford, CT 06903, (203) 329-1183, Fax (203) 322-1607.

How About an "Instant Bow Boat"?

Reading about that "Bow Boat" in your February 15th "Commentary" really got my creative juices flowing. How about combining this with some of Dynamite Payson's work and coming up with "Instant Dehydrated Boats"? Open the oversize envelope, add water, and voila! I know the concept is sound, I just have to work out some of the technical details. Like how it will work.

Would the amount of water added affect LOA only, or also the beam? Would polluted water give it added strength? Will the men in white suits with nets get to me before I perfect it? Questions, questions, questions.

I particularly like the idea of the tensioning cables. If operated at an opportune time you could slip the crew into the oversized envelope.

Mel Ross, Verplanck, NY.

Latest CROPC Outing

I thought you might enjoy this depiction of the last Connecticut River Oar & Paddle Club outing. We had a decent turnout and as you can see even the Lord mayor was there!

Well, actually, the Yale Center for British Art in New Haven, Connecticut, has many such maritime scenes, meticulously detailed, and it is well worth a visit.

John Stratton, CROPC, Old Saybrook, CT.

Unknown Sailboat Info

Publication of my inquiry in the December 15th issue (with a photo) into an unknown sailboat I had acquired resulted in an excellent response, 20+ letters, and an astounding response, all were in agreement. The boat is a Snipe, an international one design class active for over 60 years and one of the largest one design classes in the world.

Dave Logan, Missoula, MT.

Timely Snipe Colloquy

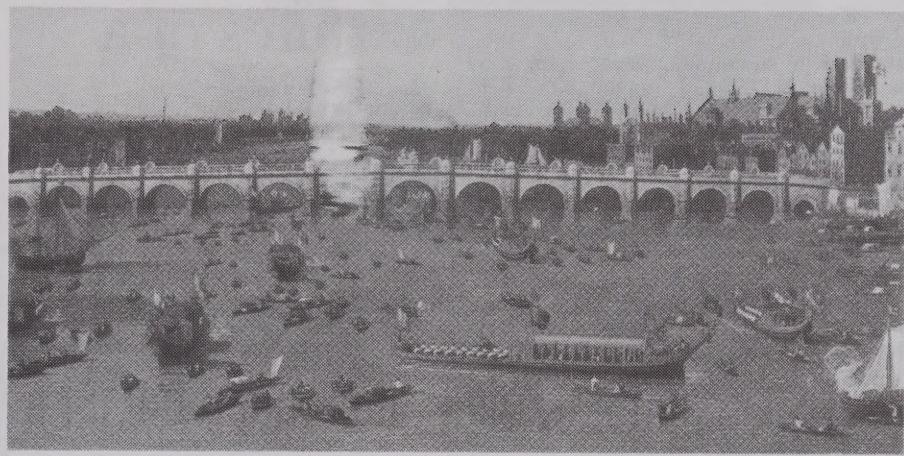
The appearance of a Snipe colloquy in the magazine could not be more timely for me and I would like to join in.

I have recently begun the restoration of a wooden Snipe. Last fall an acquaintance followed up on a newspaper classified ad that read, "Sailboat, large. May need some work. Best offer." He returned empty handed, telling me that the boat was not "large" (he was looking for 35'-40'), but that I might be interested. I did not know what it was but after a couple of weeks of indecision I made a modest offer and took it home, where it was soon identified by another friend as a Snipe.

It was built by Skaneatles, as evidenced by a brass medallion on the cockpit coaming apex piece. The #1685 is carved into the starboard side of the centerboard. There is no number carved into the keelson because there is no keelson. The bottom is double planked, crosswise inside, longitudinally outside. The side planking is cedar I presume, and the deck is planked too with either cedar or pine, and covered with canvas. She is in very good shape and needs, apart from mast and sails, very little except a thorough refinishing.

I would be most grateful for any history concerning the Skaneatles firm and perhaps some perspective on #1685, if not with an authentic wooden mast. I was told that the mast and sails had been damaged in a confrontation with a bridge, were dropped off at a local (SE CT) yard for repair, and were never picked up. Has anyone seen them lately? Does this ring a bell for anyone?

Chip Miller, 1744 Rt. 85, Chesterfield, CT 06370, (203) 437-3387.



Further on Boy Scout Camp Boats

Thank you for publishing my letter in which I asked readers for decent rowboat donations to a Boy Scout camp. Amongst others, it put me in touch with John Karbott of Manomet. He is very able at building small wooden boats and has donated a Lowell dory skiff he built from plans by John Gardner. It has lapstrake sides, flat bottom, and moderately wide transom with sculling notch. This will be a much appreciated addition to the camp's waterfront.

If anyone else has something along fiberglass rowing peapod lines that would complement this skiff it would be a further nice addition. Older youths on the camp staff would welcome a sliding seat rowing craft such as an Alden.

The camp has a fleet of Grumman aluminum canoes and an Oarmaster to put into one of them would also be a fine acquisition. Donations are tax deductible.

Bob Whittier, P.O. Drawer T. Duxbury, MA 02331.

Reading About Boats is a Bargain

I'd like to respond to Doc Shuter's letter in the January 1st issue about the subscription price increase. I like the two issues monthly and am thankful that the subscription is only \$24 a year. Compared to building boats, reading about them is a bargain.

To Mr. Rosenberg in the December 15th issue who remarked on his wife of 55 years allowing no more boats, I advise him not to worry about it. It's doubtful she'll find such a fine man for another 55 years, so go ahead and get another boat and soon you may not have to cut the lawn.

Richard Read, Belfair, WA.

How Far, So Near

I found your magazine at the Chesapeake Bay Maritime Museum while visiting in their area last Christmas. In one issue was a report on the Southern California Messabout Society. Interesting how far I had to travel to learn about something so close. Thanks for a great publication on a subject I love.

Erik Bjornstedt, Oxnard, CA.

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Twenty years ago this summer I rented a little motor boat to go fishing with my two sons, Kevin and Bryan, eight and seven years of age. It was an ideal summer's day on Isle of Wright Bay near Ocean City, Maryland. Fishing was slow and the boys seemed to be more interested in tooling about in the boat. So we took turns steering.

Kevin spotted a line of crab pot floats and drove at top speed toward them, making tight zig-zag turns between them while I held my breath. Then Bryan took charge steering a tight circling turn, the boat heeling and bouncing off its own wake. I was about to say something regarding the maneuver when my son's expression stopped me cold. Here was a little, skinny boy perched on the transom, tiller in hand, eyes and face shining with excitement and pleasure. He was the captain of the boat!

These pictures of my sons at the tiller are etched into my memory. They are more than just two dimensional photographs. To this day, I can smell the bay and feel the wind and sense my sons' exhilaration as they directed the boat this way and that. Such "mind-pictures" have considerable value. It's worth learning how to take them and how to keep them safe over time.

Before proceeding, I'd like to assure those who mess about in boats that the taking of such pictures will enrich their boating experience. We have all experienced disappointment when thumbing through the photos of a day on the water. Why? Because the two dimensions of the photograph simply cannot capture all that is important in those rare, special moments. We tinker with film, flash, and focus in the hopes that the moment will be perfectly recorded just as we experienced it. All to often we are disappointed. In fact the tinkering itself so distracts us that the moment passes us by, its full significance lost.

Be brave the next time, leave the camera at home and start taking real pictures. It's a simple three step procedure: 1) take the picture. 2) fix the picture. 3) employ the picture. It's so simple you can begin to get good results tomorrow.

Take the Picture. There is no telling when that special moment may come but, generally, if you are not totally in a trance, the moment will announce itself with great force. When it does, you must be ready.

Let me give you an example of one of those rare moments. My wife and I were on a spring sail down the Miles River heading toward the town of St. Michaels on the eastern shore of the Chesapeake Bay. It was a downwind sail in a stiff breeze. As we approached the harbor's mouth, we heard a gun go off and, seeing a bunch of men swimming toward some boats, realized it was a start of a log canoe race.

A log canoe is a classic wooden sailboat, 30' to 45' long, that carries an extraordinary amount of sail. The men were the boat captains. They start the race on shore and must dive into the water at the gun and swim out to their boats. At the same time each boat crew is frantically getting their boats underway timed, of course, to ensure they pick up their respective captains. Soon the log canoes were underway and bearing down on our position, just outside the harbor.

Pictures of a Lifetime

By Kenneth G. Murphy

The sight was magnificent. The narrow, fast boats were already well heeled over even in the relative protection of the harbor. Some were carrying full sail, a large club footed main, a nearly identical mizzen, and a large jib. Others had only the jib and mizzen up, the smart ones. As the log canoes neared the mouth of the harbor they began feeling the full force of the wind. Crew members started moving out on long hiking boards to counter the wind's force on the enormous sail area.

One boat with full sails came right up close to us. It hissed through the water, sails so large they blotted out all of St. Michaels. The two 50' unstayed masts were bending in the wind. The crewmen were fully hiked out on two large boards, when the full strength of the wind took over, sending the masts and sails crashing into the water and forcing the crew to abandon ship. I was trying my best to take all of this in, knowing full well it was a once in a lifetime event.

The last few seconds of the capsize went like slow motion; the hikers yelling at one another as they struggled to the very ends of the hiking boards in a vain attempt to counteract the wind's force, the wind gripping the boat and bringing it down, the crewmen's shouts and joking expletives as they were spilled out into the cold spring water.

But what caught my eye, as a special delight, were the actions of the helmsman. As the boat went over she stepped up quickly, with perfect balance and got up on the side of the boat. Staying nice and dry, she gave orders to the soaked crewmen as they began to remove the two enormous masts in preparation for a tow. While she shouted the orders, her left hand was busy directing this way and that while her right hand daintily kept hold of a beer.

So, generally, there's no trouble in knowing the right moment to take the picture. But just how is the picture taken? Witnesses of the same event tell different stories, the mind's-eye of each individual interpreting what is seen in unique ways. Some people are better at seeing than others. The act of seeing is complex. Having 20-20 vision helps, but seeing goes deeper than mere sight. Seeing is active. It involves knowledge, experience, and interpretative processes.

One naturalist once said that a person walking through a forest, without knowledge of the plants and animals he sees, misses most of the forest's pleasure; it's the same as if walking through an art museum where all the pictures have been turned toward the wall. However, as the forest walker gains knowledge and experience he begins to sense extraordinary things, as explained by John Burroughs, in his *Leaf and Tendril*:

"His senses become so delicate that in his evening walk he feels the warm and cool streaks in the air, his nose detects the most fugitive odors, his ears the most furtive sounds. As he stands musing in the

April twilight, he hears that fine, elusive stir and rustle made by the angleworms reaching out of their holes for leaves and grasses..."

It is clear that the mind-picture we are seeking involves more than sight, that it involves all the senses, and that its quality will depend on what we can bring to it in terms of knowledge and experience. The picture will surely be colored by our own state of mind at the time and how we interpret the states of mind of others in the picture. The depth of detail of the picture will depend on our ability to concentrate and internalize all that we see before us.

Fix the Picture. Though some mind-pictures will remain with us for years (getting better with age) others will fade and be forgotten. Occasionally they may visit us again, if we're very lucky, giving us a moment of joy only to disappear once again. There must be a way of fixing the picture so that it is not forgotten, much the same way as a photographer fixes an image on photographic paper in the dark room. The method I suggest requires the use of the ship's log.

In blue water sailing the main purpose of the ship's log is to record the hard facts required to determine the ship's current and future locations. Speed, direction, state of the sea and weather are all carefully recorded. On commercial and naval ships the log is a legal document kept as a record of major ship activities. But the logs of little mess-about-boats fulfill other purposes.

On our little ship, navigation usually consists of eyeballing the many points of land that populate the Chesapeake Bay. Speed and direction are of secondary importance. Our log is more like a journal that contains a mention of anything whatsoever of interest. Log entries are made at anchor, at night, and in the early morning when things are quiet.

Let's say I took a mind-picture of some event during the day, maybe a beautiful sunset. Now to fix the picture! There are two extremes of fixing. I could take up the log and write, "observed a beautiful sunset," or I could write several paragraphs detailing all the facts and feelings, as the sun went down. Neither of these extremes are very good. The first will not help you remember that particular sunset while the second would be too much work. I suggest trying to list, in very tight form, the main impressions that made the sunset so outstanding:

Sunset with deep orange-yellows.
Dark gray clouds with bright red bellies.

Black silhouettes of ospreys in the tree tops.

Try for quality and not quantity, capture the essence of the mind-picture, writing just enough so that when you read the log months or years after the event, the images will come alive.

Employ the Picture. The story about the log canoe race is one of many experiences recorded in the log of my most recent boat. I've told that story over and over again, mostly to fellow boaters. Each time the story is told, the images return, are refreshed, and grow stronger in my mind. The log provides a treasure of mind-pictures that I can share with others. It is a treasure that gets better and brighter the more it is shared!

So find excuses to share your pictures. The challenge is to describe the picture that's in your mind in such a way that it is placed securely in the minds of your family members and friends. As you employ the picture in this way, it becomes sharper and better fixed in your own mind and its richness will not fade.

You'll find that some mind-pictures, which may have been inside you for years, suddenly take on a life of their own and urgently demand the light of day. At these times willing ears may not always be available and the only alternative is paper and pen. Many of the articles that appear on the pages of *Messing About in Boats*, no doubt, are the result of people being driven by some unruly mind-picture that will not rest until it's on paper.

As you get in the habit of taking and fixing these "pictures of a lifetime," they will begin to accumulate. You'll find that many will start to string themselves together into natural formations. The groupings will intensify the importance of each individual picture so that the whole becomes greater than the sum of the parts.

An example of this natural formation or grouping is a free verse poem that I found as an entry in my log, entitled, "Anchor Watch." This poem places together a series of separate boating experiences into one integrated whole. I offer it here hoping that it will inspire others to begin taking, fixing, and employing their own "pictures of a lifetime."

ANCHOR WATCH

By Kenneth Murphy

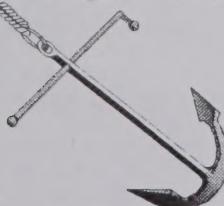
Nothing equals sleeping on deck in mid-October. The dead walls of the bedroom replaced by a tapestry of heaven, earth, and water. Each primal element lightly playing on the senses - tantalizing sight, sound, and smell.

The constellations in their so familiar patterns tempt the spirit out into the night's cool darkness. The long travelled light falls on the water, its ancient rays revealing the water's ever changing motions, pulsed by the salty breeze.

There is a great reluctance to sleep as the marvels of nature are made known. The roosting great blue herons in the tall trees make their cho-cho sound; easily mistaken for a passing steam locomotive. Barred owls issue their warning calls while geese glide in silence, small groups forming up into squadrons for an early morning takeoff.

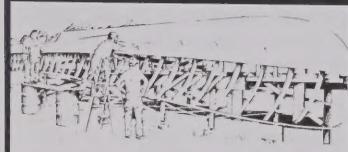
The shift of the tide sends ripples against the wind; the boat hesitates, questioning which to follow, wind or tide. The cool, sharp air heightens every sound and condenses the smells of earth, leaves, and tidal mud.

When sleep comes it is light and airy, filled with half remembered sensations. The boat ghosts around its anchor; the stars swing around Polaris. The anchor watch continues until the threads of the tapestry, one by one, fall away. The log is signed, the watch is changed, the day begins.



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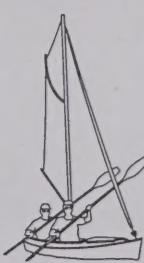
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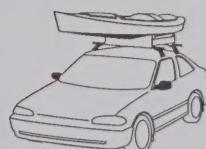
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This was my third trip to Big Bend National Park. The Park is huge and has three different biospheres, desert, river, and mountain. The southern border of the park is the Rio Grande river, a wet line between Mexico and southwest Texas that flows through three canyons, Santa Elena, Mariscal, and Boquillas. In the previous trips to Big Bend, I went with groups down the Santa Elena Canyon in rafts.

A day after the float trips we would hike up to the South Rim of the Chisos Mountains to camp overnight. This is one of the best hikes in the park for spectacular views. On the southeastern border of the park, a natural hot spring is corralled by an old stone wall that separates it from the Rio Grande river. The hot springs is always a great place to go after driving 20 hours, or rafting and hiking. At Boquillas Crossing visitors can take a boat across the river to Mexico. Once there, rent a burro, a driver or hike about a mile to Boquillas for some authentic foods, spirits, fossils and crafts of Mexico.

I had never taken a rowboat down a river. For the next few days, I would row a boat by myself and face the challenges and fears of the river and being alone for a week. I chose the Boquillas Canyon on the east side of the park because of the river's Class II rating.



Rowing The Rio

By Kevin Garber

The night before the float, I camped at a remote site called La Clocha which was close to the put-in point and the hot springs. Big Bend offers many remote sites like this with majestic views of river valley, mountain, and desert light shows. That evening, as I packed for the three day float, I kept trying to envision what end of the boat would enter the rapids first.

I've been thinking about building a boat for some time and this trip would be a perfect testing ground for a rowboat. The boat that I used for this trip was one of six boats that Jim Michalak of Lebanon, Illinois designed and built. Roar 2 was the boat that I wanted to build because it was easily constructed and tough enough for running rapids.

This dory-like rowboat is 14' long, 70lbs empty and constructed of 1/4" plywood by the stitch and tape method. Because of its design I never had to get out and pull it through the winter season's low water. Roar 2 also proved to be a fast boat that cut with ease through miles of strong winds blowing up the canyon.

As I entered Boquillas Canyon, the walls went straight up 2000', allowing no turning back. I was nervous. The approach to small rapids alerted me with a sound of rushing water. I struggled to maneuver the boat around mid-stream boulders and a strong current that was hurling me into the turn. With frantic strokes I navigated the turn, then readjusted my rowing position and tried to concentrate on rowing coordination.

The sound of rapids eventually became a welcome signal. The boat could be turned around in two easy strokes to face the rapids stern first, with the bow at a 30 degree angle to the water flow. This enabled me to control the speed and the position of the boat with complete confidence. I can't describe what it is like to experience these remote places, especially at night, when the stars and quarter moon light up the landscape. I will say that when the sun bid its last rays of the daylight, and I found myself in the middle of absolute nowhere, I checked my fears once again.

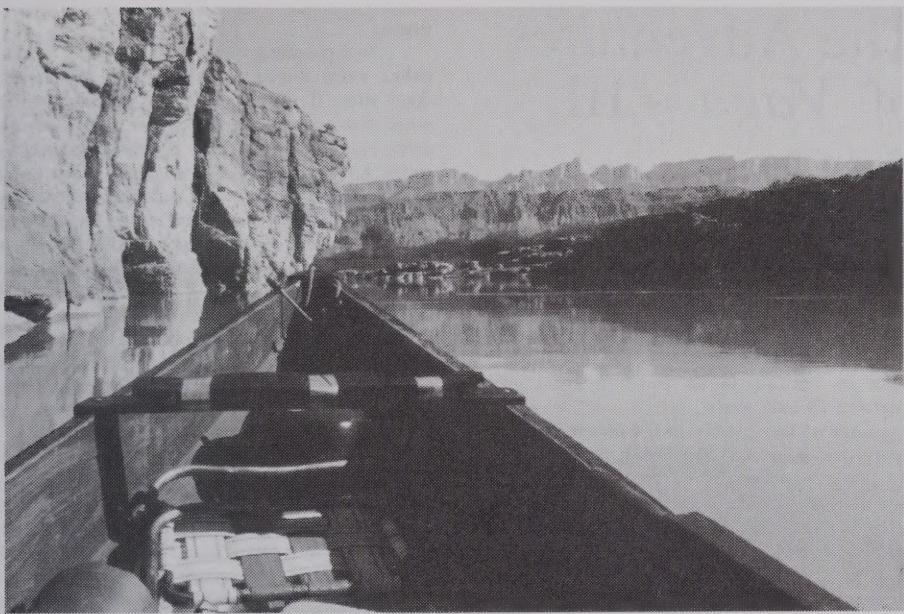
The first day I had rowed and floated seven hours, then made camp on the Mexico side so I could have a ground fire and do some climbing up a side canyon. I'll never forget Fern Canyon, a side canyon on the Santa Elena boat trip last year. After climbing up a precarious ledge, we faced a wall with spring water trickling down over clinging ferns, which were sustained by a crack of direct sunlight for a few hours of the day. A rare sight.

This year the side canyon hike didn't have ferns, but horses. I found myself camped in a wild horse canyon, which had around twenty horses who were curious, but kept their distance. Later that night I fell asleep to the sound of coyotes, as my candle lantern illuminated my boat tent, and marked my spot in the universe.

The next day I was packed up and floating by 10am. Gripping the oars, I felt as though I had been rowing my whole life, and now with a confidence that I had never experienced in navigating a river. There hadn't been any scouting of rapids the whole trip, except for one narrow section near the end where I walked the boat around by holding onto the rope. That day I saw many wild horses and burros grazing the banks of the canyon and hawks and smaller birds looking for food.

The sunlit canyons were completely silent with the exception of occasional winds and the sound of the oars slipping through the water. Long stretches of river enabled me to experience the "Zen" of rowing. At three o'clock as I rowed into La Linda, the little border town at my take out point, I realized the trip was over and had taken only half the time everyone told me it would take.

I walked up the hill to the Open Sky Cafe, which had outdoor dining with a spectacular view of the Rio Grande River valley, for dinner. Mike and Marla, the chefs, were the first people I talked to in two days. They informed me that I had found the end of the world, or the beginning, depending on how you looked at it. Later, I returned to my camp on the river for a last night of reading and listening, and a fireside cup of coffee to accompany my thoughts of my next trip. Yes, the Lower Canyons. A seven day float.



Big Bend National Park Information:

Center of Park. Park headquarters at Panther Junction, (915) 477-2251. Car registration \$5.00, camping permits free. Lodge and restaurant.

East Side of Park. Boquillas float. Sitwell Ranch, store, (915) 477-2251. Heath Canyon Ranch at La Linda take out point, (915) 376-2235.

West Side of Park. Santa Elena float. Lajitas, Texas. Terlingua Ranch (915) 371-2416. Big Bend River Tours, (800) 545-4240. Lajitas Stables, (915) 424-3238, combination rafting/horseback trips

North Side of Park. Travelers resting point, to and from BBNP. The Gage Hotel, Marathon, Texas, (915) 386-4205.

Shuttle services and camping, outside of park.

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I have been lost in the fog now for six hours. I hope I can see something before I miss the point at Chappaquiddick Island and sail across Nantucket sound to Cape Cod. The last time I saw land was when I rounded what I believed to be Wasque Point, and that was over two hours ago.

The sloop *Vaga* and its crew have been gunkholing around Martha's Vineyard and the Elizabeth Islands for a couple of weeks now. For the last couple of days we have been anchored at Edgartown, but now that the President is coming, well it's time to move on. I had the bright idea of sailing around Chappaquiddick, passing Mutton Shoals by can #3, then sailing along the south side of Martha's Vineyard to Cuttyhunk Island for an overnight anchorage.

A look at the chart showed some shoals of three to six feet in depth at mean low tide. *Vaga* will draw four feet, however, sandy shoals are always changing, nothing is for sure and the tide will rip through this area at three and a half knots. Now if I keep to the channel I should be alright. But, if you have ever sailed in a tide of that speed in a small sailboat you know it is some experience. A small boat, well we are twenty-five feet and a little bit over all and nineteen feet, eight inches on the water line. Muskeget Channel is four tenths of a nautical mile wide, maybe, and if I can hit the cans with the tide behind me it should be a piece of cake, maybe.

The day started out bright and sunny, a few clouds, and a good southwest sea breeze, so we rounded the light house at Cape Poge and tacked down the sandy beaches of Chappaquiddick. Just a beautiful day for a sail.

Well, that is beautiful until about ten o'clock when I sailed into a fog bank. Over the years I have done a lot of fog sailing and, although I have never had any real problems with fog in the past, I become more concerned with each encounter. After this sail I hate fog but I'm getting ahead of my story.

The Adventures of *Vaga* - III

By Ted Davis

My thinking on the fog bank was that it was temporary, that it was just a local thing, for I heard no mention of any fog on my VHF. I even listened to the ship-to-ship channel to see if the fishing boats were working by radar. No mention of fog from anyone. So, let's not have a little patch of fog get in our way, I'll just stay as close to the shore as possible and sail right out of this stuff.

One of the problems I have with sailing is that I love it too much, and on this day I was on a starboard tack with no one around that I could see, the wind was just right at 10 to 12 knots, and all seemed right with the world. Foolishly I did not stick close to the shore, but sailed on the tack that I was enjoying so much.

Due to my choice of anchorage at Edgartown, I had been forced to keep a masthead light on all night for two nights in a row, lowering the battery reserve. Foolishly I started out this trip with a low battery and it got lower and lower as the cruise went on. I have an Autohelm but did not have enough juice in the battery to run it. This resulted in my being confined to the tiller most of the time. Also, to add to my problems with the fog, my Loran was down. That's today's language for saying that it's not working.

The fog was denser the sailing was great, and on my starboard tack I saw the strangest thing. It looked like a waterfall but no, that could not be as we are in the ocean. It was a wave but it did not move. It was long for I could not see the beginning nor the end of it. What could it be? I sailed parallel to this strange wave and was mesmerized by it for I have never seen anything like it in all my years of sailing. I stayed clear of it and after some time it was

gone.

As I puzzled over what it could be another such wave appeared not far away. And then it dawned on me, these waves were not waves at all but the tide rushing over sand shoals. With a tide of three or more knots it was creating rip tides as it flowed over the sand dunes just below the surface. Good God, what am I doing out here, a place where no skipper in his right mind would take his boat? And this fog so thick I feel as though I am in a world all my own.

"Please skipper can we go back now?" My beloved sloop always talks to me. So I came about and took a reciprocal course, knowing that there was an island to the west somewhere.

Without a Loran, speed nor distance log, my navigation was by the seat of my pants. Tied to the tiller, as I am, keeping a dead reckoning plot was difficult. By my best guess, I figured that I should hit land at about 11:45. Hopefully, not actually hit it, but close enough to know that it is there. Eleven forty-five came and went, and the only thing I could detect was that the shade of the water was becoming lighter.

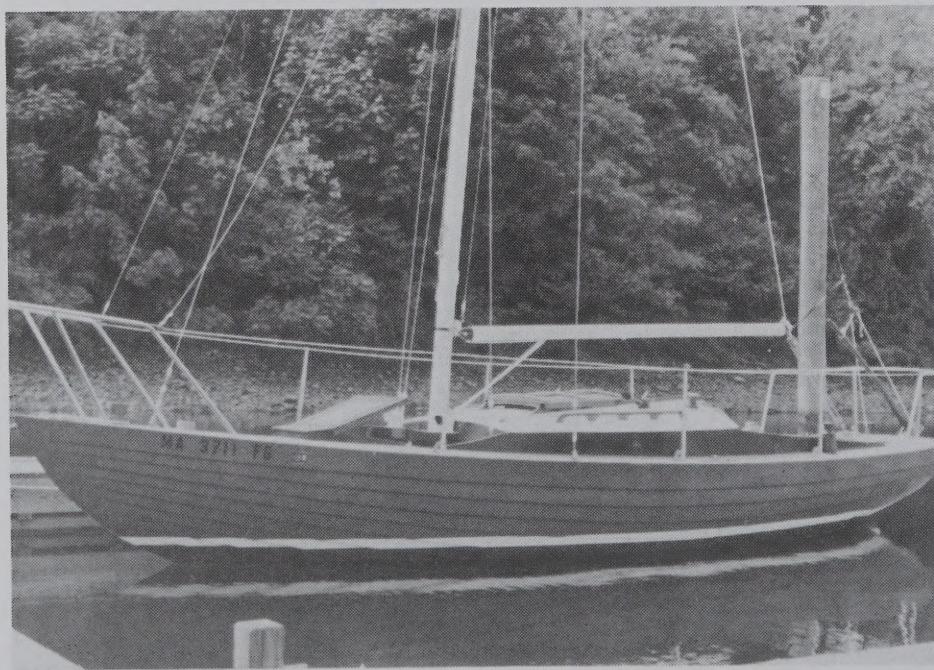
Let's check my compasses for accuracy against my hand held compass, which is built into my binoculars. *Vaga* has a port and starboard compass on a swing arrangement for ease of sighting when at the tiller. Let's see, focus, line up with the starboard compass, and, "Oh my God!" Dune buggies, with people in front of them, standing on my bow. Quick, a sharp port turn, look out for the swimmers. "Oh boy!" That was close, too close, those three dune buggies completely filled the field of vision in my glasses. With heart pounding I headed back out to sea.

"Now, settle down skipper, and figure out where we are." My sloop is talking to me again but she never gets excited. Too much fog to pick out any landmarks, so I'll just go out to sea a little then turn back to land and when I see the beach I'll head out to sea again. Simple, no? Five minutes should do it, now back to the beach. There she is, and there are more dune buggies. When I turn back to the beach, and it's not there, it should mean that I am at Wasque Point.

As luck would have it, after an hour of this type of sailing I found Wasque Point and headed north. The time is now about two in the afternoon, the wind has come down quite a bit and hopefully I can sail out of the mess. Four o'clock in the afternoon and I am getting nervous, for I have not seen a thing since leaving Wasque Point. The only thing to do is to sail west, toward land, and see if it is on Nantucket Sound.

As I was about to tack I looked around, and to my amazement, I could see. Yes, sky, land, birds, boats, what a great feeling, what a beautiful day. And just to top things off, I am right where I thought I was, or hoped I was to be more accurate. Not far from Cape Poge, there is the light-house, a few small fishing boats, and a fair wind to blow me to Edgartown.

What a great day of sailing, but I don't think that I will try that again. No, no, no, never again, thank you, not even with radar, GPS, Loran, speed and distance logs and my favorite rabbit's foot!



Southern Comfort

By Jim Thayer

Once again T-Co top management throws prudence to the winds, tells the accountant to get lost, and, lantern in hand, sallies forth in search of intelligent and discerning customers.

Charleston, SC is the hunting ground this time and, judging from the dress and demeanor of the denizens, a promising venue. More concretely, I have sold three boats in the area over the years so there must be a few prospects lurking under the magnolias. The clincher: I heard that Paul and Helen Regan went last year and had a good time.

The Second Charleston Marine Festival was a multifaceted affair, including a wooden boat section, glass boats at a different spot downtown, and related arts and crafts at still another place indoors. Also ongoing were a number of boat related seminars.

Getting into the wooden boat section required a photograph and a nominal 25 bucks. The wooden boats were displayed around the perimeter of a two block square tidal basin in an architecturally fine neighborhood. There was nice grass (watch the doggie doos), shade, and a marvelous old south ambiance. The basin was deep enough for sailing albeit with several nasty reefs. The place was so attractive for lounging, visiting, and sailing that I spent a good bit of time there when I should have been downtown pushing glass.

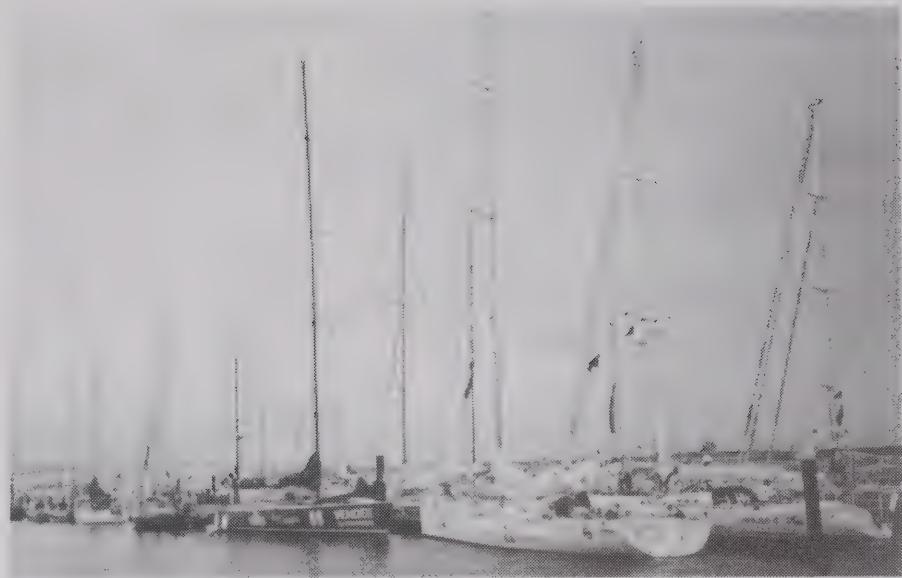
Most conspicuous were a number of restored Chris Crafts, along with a few lesser powerboats and two Simmons Sea Skiffs by Martin Boats. A real standout was a little Hillcraft lapstrake inboard named *Andrew*. The name was in neat gold-colored stickon letters which I didn't find offensive, but a transom man in attendance was highly incensed. Before the show was out he had replaced them with proper gold leaf.

As usual these day there were quite a few sea kayaks. Woodsong had their usual outstanding display. Bill Thomas, a cabinetmaker, had been bitten by the bug and had a couple of nice kit boats, a Pygmy and a Chesapeake Light Craft.

In the classic vein were three dories, two ply and one planked. Others included a nice sailing Whitehall with folding locks and no board, a large rather plain, apple bowed, pine clinker 16 footer, and Mark Baynes' very nice Windward 17. Mark is involved in the organization of the event.

There was also a very small sailing dory which was gamely sailed by its builder. His construction effort would have been better spent on something a little larger. Somewhat different, and a nice job, was a beamy 12 footer with lotsa rocker, designed for working nets through the surf.

I noticed a peculiar little one-man boat scooting around with an electric motor. It looked to built from some sort of petroleum derivative! Walking around to the far side I found some fiberglass canoes adapted to electric propulsion, the Electra-Ghost people. Ah, ha! You can get a glass



BOC boats ready for towing to start line.

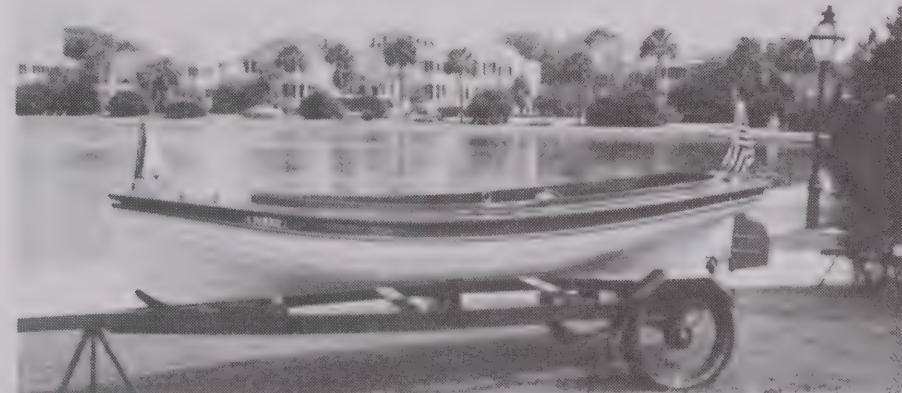


More motor than boat.



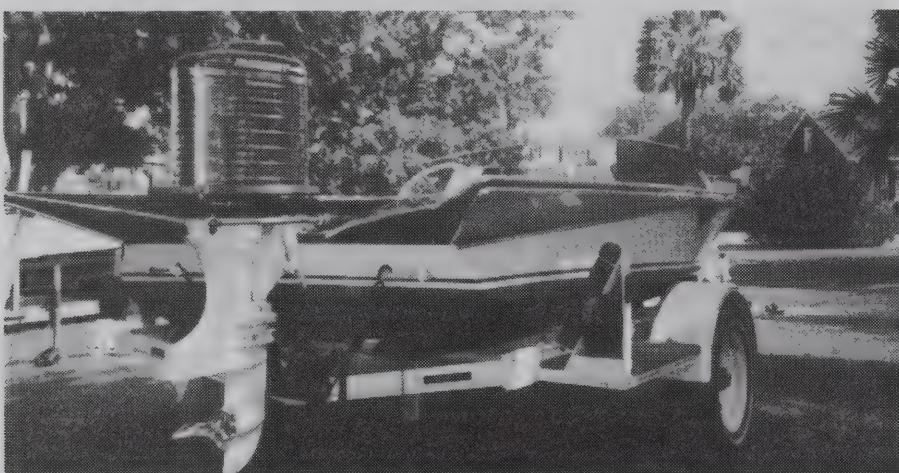
Dinky dory

Super sanitary Hillcraft, *Andrew*.





Nice boat, nice houses.



This is a wood boat? Aristo-Craft, Torpedo 14.



Electra-Ghost tooling around.

The Wedge. The promoter moved right in and made himself at home.



boat in here if it has electric power. Something to think about.

On the Saturday in a very large tent across the street was the obligatory boat building contest with well equipped teams doing the familiar Bolger. It drew a large crowd and a deal of interest. I talked to a number of people who were anxious to see it.

I hate to be a spoilsport, but one has to wonder what this contest accomplishes. Does it inspire people to go home and build a boat? It's the antithesis of the workmanship ethic that most boatbuilders aspire to. What is going on in the minds of these spectators? We need some research here.

To belabor the point: The boats were raced on Sunday. A couple had a quickie paint job but most were right off the stocks. Either the builders were inexperienced rowers or the model doesn't handle very well. It looked to me like they were all down by the head when moving and the faster they went the worse they got. I doubt this race sold any rowboats and I wonder what impression of rowing the spectators took home.

Admittedly, people love contests. How about an oarmaking contest? A 2" blank is supplied, only hand tools, and a fixed time limit. They then use the oars to race some standard pulling boat, say, oh, maybe the Livery Whitehall (it has to be glass to get a strict one-design). Scoring is 60% workmanship, 30% race time, with a 10% oar weight factor. Whaddaya think?

I delighted in sailing around the basin and from time to time had some company. Especially on Sunday people really got in the mood. There was a nice R-C schooner about 4 ft., that was very fast and quick handling. I had a good time chasing it around and then let the owner have the Punkin to chase it while his cohort was at the controls. There was also a race for East Coast 12 meter R-C models.

Meanwhile, 10 or 12 blocks downtown was the appliance type boat display. It was mostly powerboats, with a cat and a couple of small daysailers and one swing keel cabin boat. All was watched over by a gent in a cloak on a tall column who I took to be Columbus, but he turned out to be Calhoun. The Livery and Express drew much attention and I chatted with many enthusiastic people but pocketed no money.

Hopping the shuttle bus, I cruised over to the hall and found, at last, a familiar face, Keith Merrill, the peripatetic Water Power Products man. Keith thought things were a little slow. He was heading on to Louisiana and I'm anxious to hear how that turned out.

The Wedge at speed.



The rest of the exhibits were mostly glitzy nautical stuff and jewelry. Mike Bogardus had some nice pond boats and several gals had a rack of sweetgrass baskets. I thought it proper to buy a small one for the lady who was keeping my home fires burning.

A major attraction at the festival was the start of the BOC. The docks had been open earlier in the week but were closed when I went down to see them off. Guys were still going up the masts as the tow-boats began to arrive. The start was well out to sea and would have made a good Punkin trip but I was supposed to be working.

The best for last. As is usual at these affairs, there was an exhibitors' party. "Be nice to visit with the fellas". When I arrived the high roofed open sided hall was awash with people. Seems this was the payoff for all the volunteers who had helped with the BOC and everything.

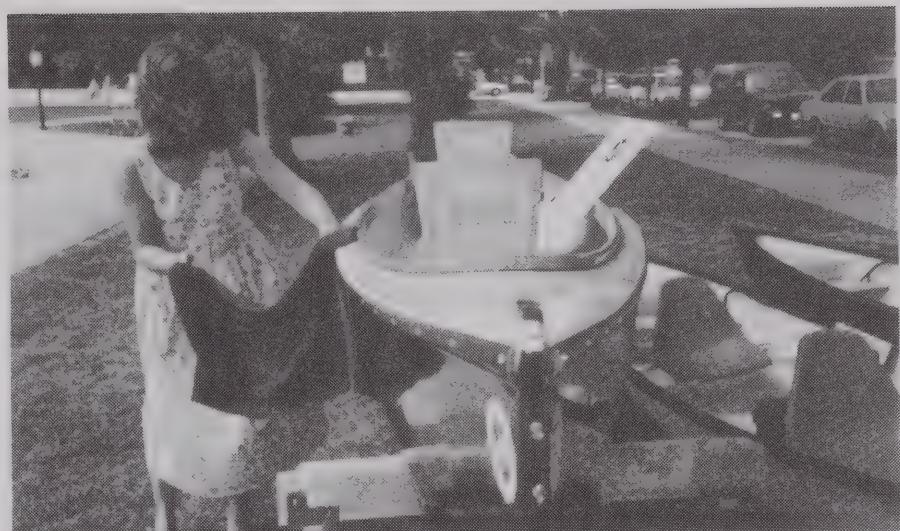
Immediately on entering there was a four spigot beer wagon, an auspicious beginning. Just beyond was a candy booth, copper cauldron, marble slab and all. I assumed they were selling stuff, but no, help yourself. Well I'll catch it on the way out. Next came a couple of tables with mountains of barbecue heaped on full sized pigskins. Honest! It looked like a movie set

The shrimp tables had big tubs in the middles and shell holes at the four corners. One picked, peeled, dipped, and chomped with no need to ever move. However, to avoid numbing the buds it was necessary to make a circuit from the shrimp to the canapes, to the various hot and cold dips, on to the melted chocolate fruit dip table, thence back to the shrimp. Fortunately the way wound past the bar, thus obviating the onerous hike to the beer wagon.

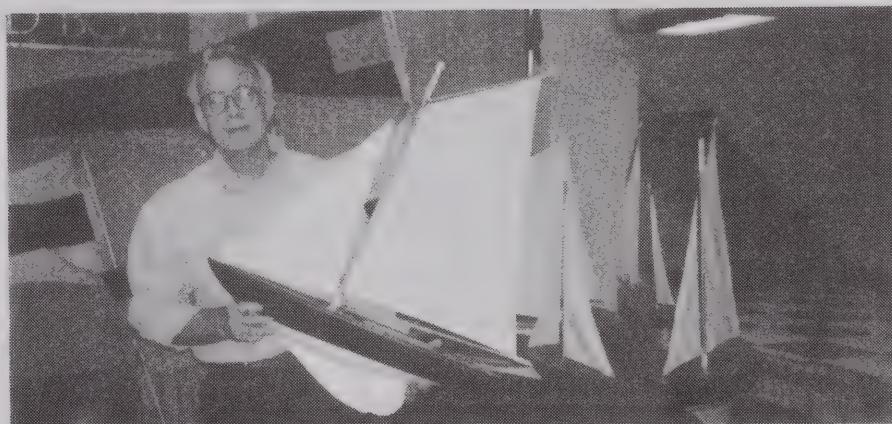
In time, despite careful pacing, I filled up, and, the band not being my style, I surreptitiously pocketed some fudge and trudged heavy laden but light-hearted into the night. I never did get to the barbecue.

Well it was a fun affair, never mind that we never turned a nickel. One must show the flag, build a base, network, get the lay of the land and so on. It's all part of the job.

If you've got the time, give it a shot. I doubt that I'll make a regular thing of it. However, it would be fun for all the gang to get together down there. How about the next BOC, 1998? See you there, with my 'lectric motor.



Electro-polishing the Ghost.



Mike Bogardus with nice pond boat.



Start of race for quickie boats.
Hard fought race.



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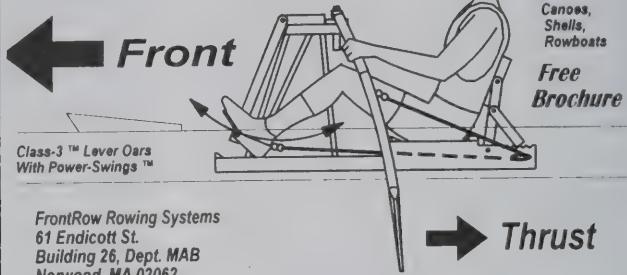
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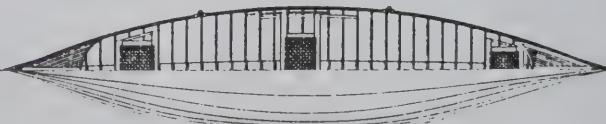


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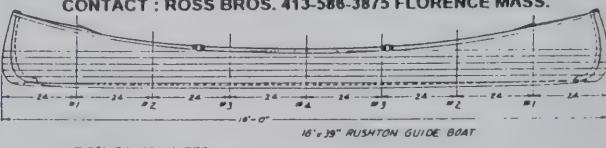


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Atlantic Challenge '94

By Jim Thayer

It took some serious thought and some inspired itinerary work to justify a jaunt from Colorado to Southwest Harbor on the chance we might sell some Punkin plans. Of course the WOOD regatta was an added draw.

The trip really came together when a chart check revealed that the rhumb line from S.W. Harbor to Collbran went almost right through Pentanguishene, Ontario.

Pen what? Well, it was the site of the '94 Atlantic Challenge. Can't miss that. Luckily the wild scheme was validated by a timely boat order from Cape Cod.

After a fun weekend at the Wooden Boat Show, we headed west for Pentang (when the railroad came they couldn't handle the entire name). Two interesting attractions along the way were the lift locks and the railway lift on the Trent-Severn canal. Both are well worth a look.

The Atlantic Challenge was but one facet of the Georgian Bay '94 Marine Heritage Festival, a summer long affair with some four dozen events. For most people the big deal was a gathering of seventeen tall ships. Even the *Tugentine* from Norfolk was there.

Actual site of the AC camp was Discovery Harbor, a reconstructed naval base, home to the three replicas, the schooner *Bee*, the *Perseverance*, and the *Tecumseh*. We made ourselves right at home in the city waterfront campground.

There were teams and boats from Denmark, Russia, France, Ireland, The United Kingdom, USA, and Canada. A second Canadian boat was manned by a polyglot crew from various countries, including a highly visible Mexican group.

The competition consisted of eleven events, of which, two, navigation and rope work took place ashore. Four events took place near shore and provided good spectator entertainment. The entire meet covered seven days.

We spent the first day seeing Discovery Harbor, chatting about and generally getting acquainted. The second day we happened to be talking to the chief of volunteers and idly wondered how one came to be a volunteer. Within minutes we had our T-shirts and were checking traffic. This gave us the run of the place, the downside being that we were on duty during some of the event.

When we first arrived we noticed that one of the parking lots was covered with people cutting, carving, mortising and tenoning large timbers. It appeared that everyone was doing his own thing. However, under an awning we found a man with a blueprint, indicating that there was a common goal.

It turns out that the Timber Framers Guild and Log Constructors of North America helped build the Russian Apprenticeshop in St. Petersburg. Now they were donating time and effort to build a pavilion commemorating the Atlantic Challenge, as a gift to Pentanguishene.

We went downtown to see the pavilion raised up in one afternoon. They only



had to trim one piece. It is a very attractive building and a monument to Lance Lee's enthusiasm and powers of persuasion.

There were two evening musical programs, the first a very good Scottish singer, and the second an international talent show featuring the kids. The young folks were preceded by some local talent, who, having tasted the spotlight, apparently decided to keep it all night. Suddenly Lance leaped on stage in his Mexican peon outfit and in pidgin English proceeded to introduce his gang. They were great.

The last day but one was the reaching sail race. We took the Limpet out to watch the action and get some photos. Unfortunately the picket boats kept us at a distance. Since we were the only spectator boat out there they had us outnumbered.

You would think that eight exotic, well publicised racing boats would draw a few curious observers. Hard to figure. David and Katherine Cockey were the only familiar AC fans we saw all week.

There was one more event and the final party, which would have been fun, but the mate was pushing for home, so we loaded the boats and packed the kit.

Pentanguishene would make a fine base for anyone wanting to do some small boat sailing around southern Georgian Bay. The natives are friendly and the corn (peaches and cream) and tomatoes are superb. We only had one sit-down, table served breakfast, and it featured a pot of jam, real bread, and a pitcher of cream, amenities long forgotten in the good old US of A.

The next AC will be '96 in Bantry Bay, Ireland, where the original gig was captured. The Irish are a hospitable lot. The Guinness will flow and there will be singing and dancing till closing and maybe then some. See you there.

The Atlantic Challenge is certainly worthy of support. Contact: Atlantic Challenge Foundation, Box B, Rockland, ME 04841

All finished but roof. Note tree on top.





Volunteer piper showed up to pipe the boats out.



Ship's boat.

Boats ashore for lunch break.



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- Mon., Aug. 8 10:00 a.m.
 2:00 p.m.
 7:00 p.m.
- Tues., Aug. 9 10:00 a.m.
 7:00 p.m.

Lance lends a hand.



Schedule

Arrival and registration

Discovery Harbour (D.H.)

Opening ceremonies - launching of the boats
Gigs sail and row up the Wye River for picnic lunch
and tour Ste. Marie.

Equipment and safety check

Sail to Beausoleil Island - box lunch picnic

1. **Rowing/Sailing Challenge** - Outer Harbour
2. **Navigation Challenge** - D.H.
3. **Rope Work Challenge** - D.H.
4. **Rowing Slalom Challenge** - King's Wharf (S)
5. "Captain's Gig" Challenge - King's Wharf (S)
6. **Rowing Challenge** - Outer Harbour
7. **Sack Transfer Challenge** - King's Wharf (S)
8. **Crew Overboard Challenge** - King's Wharf (N)
9. **Reaching Race Challenge** - Outer Harbour
10. **Rowing/Sailing Challenge** - Outer Harbour
11. **Orienteering Challenge**

Closing awards ceremonies



Russian crew and boat brought over by Russian factory ship.



Racing to get bag aboard, heave line ashore, and get mast up.

The Danes, looking good



One nice thing about sailing is its egalitarian nature. Everyone, especially starting out, makes a fool of himself. Practice helps reduce the incidence, but long-term addicts seem to have a (mostly) waterproof sense of humor about their various exploits. (If this were my magazine, it would be called *Messing Up in Boats*....)

Those seeking a post-graduate course in self depreciation can always try boat building. It's a way to keep humble between sails.

As Phil Bolger noted in a recent column, I've just completed a daysailing catboat to his design. Actually, it's a modification of a 15-1/2' design he did for *Small Boat Journal*. He later wrote that someone wanting a larger version could keep the same beam, rig, centerboard and rudder, and stretch the length out 25 percent. That's what I went for.

There was no sense of urgency to finish this boat; in fact I puttered over the building for about three years. I had a perfectly serviceable and enjoyable Payson Zephyr for daysailing and a Bolger custom, 30' tack-and-tape lugger, capable of offshore sailing, for more serious work. But the urge was there to build something new.

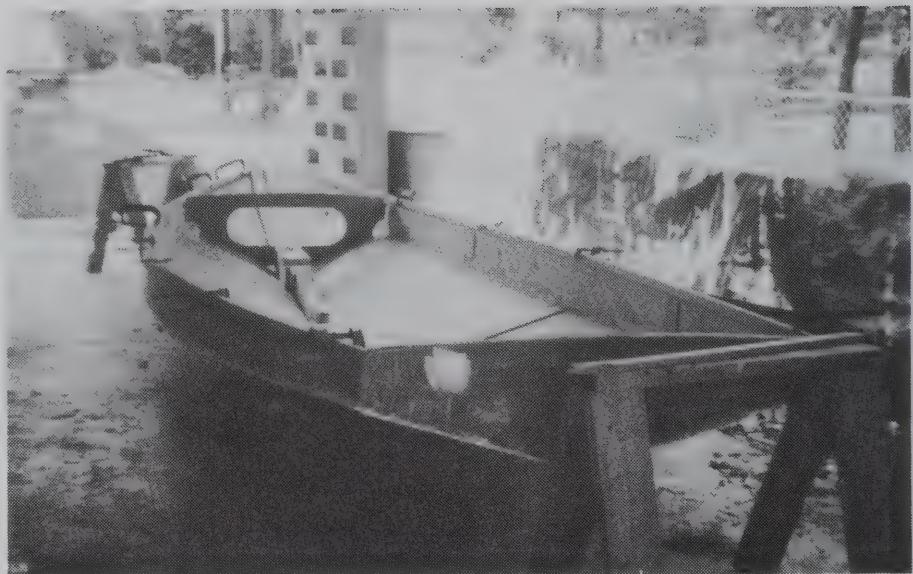
The purpose of this minor essay is to pass along comment on the many missteps encountered during the construction process, hopefully helping others avoid making them.

One of the reasons I decided to build the catboat was the different construction technique it required. Everything I've done so far was more or less a modification of instant boat construction; no lofting or jigs were required. The catboat would require a jig, and lofting was optional. And it would offer the chance to expand tack-and-tape techniques on a vee bottom hull.

The first problem arose from using the Dynamite Payson method of fiberglass taping the butts in the plywood. For some reason when the fiberglass was put over the butts, per Payson instructions, the polyester resin refused to cure. I've since read two reasons for this. One is that some resins won't cure unless exposed to air; the Payson technique has the joints covered with wax paper. The second is sometimes old resin changes and won't completely cure (I don't think mine was that old). The obvious solution, use epoxy (more about this later), or at least test the polyester resin for compatibility before doing the important butt splices. I was faced with the unpleasant and expensive (in terms of belt sandpaper) job of sanding off the half cured goo so conventional butt straps could be used.

I opted to build the jig from the offsets given with the plan, and not loft the boat. In hindsight, that was another error. Unlike most Bolger designs, all but one of the bulkheads of this catboat are not on the station lines. That means bulkheads had to be built and installed after the hull was constructed upside down on the jig, taken off and turned over. In hindsight, it would have saved labor to loft the design and calculate from that the size and jig location of the bulkheads, which could have been built into the hull. Lofting this single chine design would have been easy, even for a novice like me.

These errors I could live with; one was



A Humbling Experience

By Gary Blankenship

unforeseen and the other could be written off to the learning experience. The next two still make me blush.

The first came with installing the bilge panels. The design called for a plank keelson and I figured rather than use a pure tack-and-tape joint, the keelson could be made wide enough to be beveled so the bilge panels could be glued and mechanically fastened before the fiberglass reinforcement. So far so good. It was the execution where I goofed. I used stainless ring nails, installing them far enough down on the joint, I thought, to allow easy power planing to remove the excess plywood and shaping of the joint.

Wrong. I got the nails too high. Power planing was out, unless I had a dozen or so extra blades around. What should have been a job of a few minutes was converted to hours of slow belt sanding, with the nails ripping up plenty of sandpaper. What I should have done is used screws to fasten the joint. Those could have been removed for planing, and then either reinstalled, or the holes filled and the nails used.

The second goof is more embarrassing. I decided to build the boat using polyester resin, mostly for the sake of variety since my earlier boats had been done using epoxy. No problem there; the difficulty was with the way I extended that decision. One big consideration was what thickness of plywood to use in the hull. Quarter inch seemed fine for the topsides and deck, but I wasn't sure if it shouldn't be 3/8ths for the bilge panel. Finally I figured since I was using inexpensive polyester resin, I could safely go with the thinner ply and put extra layers of glass on the hull.

The fallacy should be apparent to anyone who thinks about it a moment. The extra polyester resin may be cheap, but the fiberglass cloth and matt isn't. I used two layers of cloth and two of matt on the boat. I later figured that for the extra money, I could have used 3/8" marine ply (I was using AC), epoxy, and a single layer of cloth (for protection, not strength) at about the same money. And that scheme

probably would have been stronger and lighter. If I were doing it again, I would consider using two layers of exterior lauan, which is about 3/8", and epoxy for the bilge panels.

The last "problem" may in practice turn out not to be serious. One of the things that attracted me to the catboat is the paucity of specifics. The basic shape is given and the builder is free to work out the scantlings. For the foredeck framing, I used a 3/4"x10" central plank to get enough strength at the mast partner, and two 3/4"x1-1/2" frames on each side. The foredeck came out a little flexible. In retrospect, I'd add an inch to the frames and double the thickness of the central plank, just to be sure.

Not everything was a problem or a difficulty. When studying the plans and noticing the access cutout in the aft bulkhead, I calculated that if a couple of the stem deck frames were made extra deep (about 6"), a sliding table could be mounted between them. The table is big enough to use shock cord to hold a *Chartbook*, and can be pulled out easily into the cockpit, and then stowed if the spray is flying. The deeper, and consequently stronger, frames eliminated the flexibility in the sterndeck, even though the other three supporting frames were 3/4"x1-1/2".

The designed stem for the boat ran back almost a third of the length, curving around to form the mast step. The traditional way would be to build a jig and then glue up thin veneers to the desired thickness. Time consuming, somewhat expensive, and difficult here in Tallahassee, Florida, since thin laminates aren't readily available.

My solution was to cut the stem out in profile and make four layers. The curve was too great to fit on a 3/4"x12" plank, so long butt joints were used. Then the four layers were glued together to make a one piece unit, 3"x 3" (before beveling) at the stem. Extra layers were added at the mast step, building that area up to 6"x6". The key to this simpler method is to make sure the butts are staggered from layer to layer, and make sure the grain is canted, or at

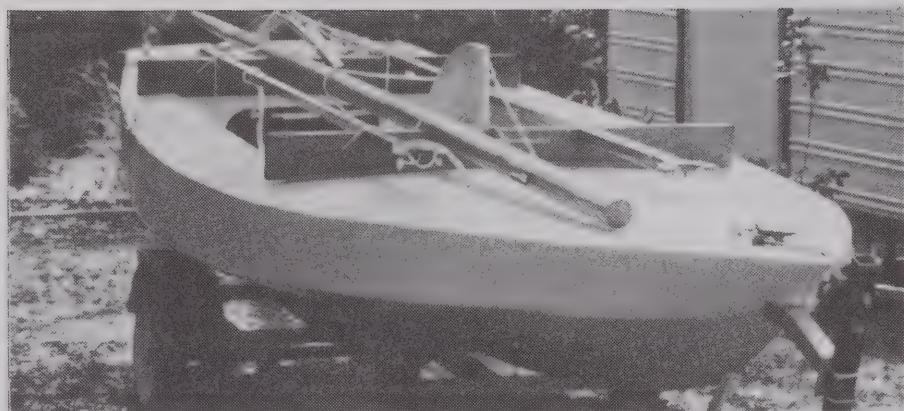
slight angles, from layer to layer. It's probably not as strong as the traditional jig laminated piece, but it's more than good enough for such a small boat and a lot easier to do.

The longer version of the catboat also loosens up the cockpit. Instead of being a bare 6' long, it's about 7-1/2', which is better for lounging.

And how does it sail? Well, uh, I don't know yet. You see, I decided to make the sail from a kit and having just finished the boat, I'm about to start the gaff main. Should be a piece of cake.

I hope.

Gary Blankenship, 1517 Baum Rd., Tallahassee, FL 32311.



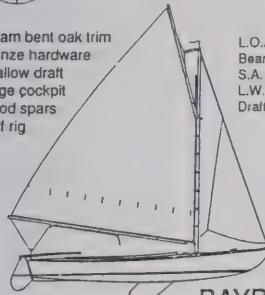
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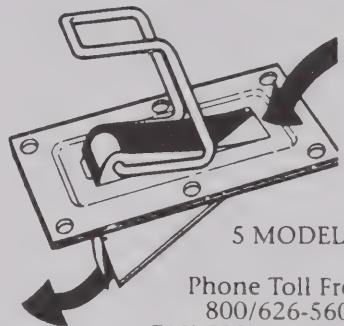
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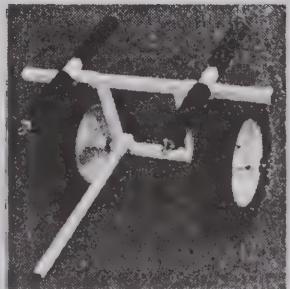
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When we called to rent a cabin in the Adirondack Mountains, the proprietor explained that we would have use of the camp's canoes and rowboats during our stay. As the trip got closer, my imagination went wild with thoughts of a rowboat at an old Adirondack camp.

A camp in the Adirondacks can be anything from a scout camp to the mansion of a New York millionaire. The place to which we were heading consisted of a half dozen cabins from the 1920's clustered around a larger lodge on a wooded point overlooking a glacial lake. It seemed like exactly the kind of place that would have a fleet of lapstrake wooden rowboats with wineglass transoms.

The Adirondacks are also home to one of the most famous rowing craft in North America; the Adirondack Guideboat. Guideboats are long, lightweight, narrow rowboats. They are too light and fragile to expect one with a rented cabin, but I could still hope for a traditional wooden rowboat.

As a child, not all that long ago, I often had a chance to use wooden rowboats. From New Jersey to Maine they were similar, long and narrow with rounded bottoms. They wobbled underneath me when I shifted my weight, but flew through the water with a pull on the oars. I imagined that child's thrill with a boat that responds swiftly to a light pull on the oars and looked forward to enjoying it again on this trip.

We arrived at the camp at dusk. It was perfect. Our cabin was small and cozy, with light knotty pine paneling that made it bright and cheerful. The lake was something out of a John Frederick Kensett painting, long and rocky, dotted with islands and edged by forest. An autumn chill was in the air; the jet ski crowd had left for the year and we had twelve miles of lake almost totally to ourselves. This was the place for rowing.

Don't Call These Things Rowboats

By Dave McDermott

I walked down to the dock to inspect the rowboats. There were only two; both blue-green aluminum skiffs. I was disappointed. But, they could have been worse. At least they were not as wide or as deep as some aluminum utility boats. In fact, they might be okay. Fourteen feet long, with a vee forward and a flat bottom aft. A little tumblehome at the transom, in the style of a 1950's Lyman runabout. Two rowing stations, oars in good condition without cracks or missing hunks broken off the blades.

For five days, I rowed one of those little skiffs for fishing, photographing, and just plain exploring, up and down the lake. With the wind with and against me, even with and against a surprise current where the lake narrowed to a short river, I rowed that boat.

It fit me well. The oars seemed a good length, and well matched. The distance between seats was just near enough to let me brace my feet on the next seat. As rental boats go, it was about all I could expect. As the week went on, however, I realized that this was not a rowboat. For all its merits, this boat was an outboard skiff without an outboard motor.

For starters, rowboats just are not made from aluminum. Every creak of the oarlocks resounded off the hull and was thrown back at me. The whole hull seemed like a parabolic reflector focusing oarlock noise on the ears of the guy in the second seat.

I am not a wood boat snob. I like nothing more than modern plastics and space-age fibers in canoes. I'd have no objection to a carbon-fiber rowboat if such a creature would row quietly. Failing that, wood would suffice. But not aluminum.

Then, there is the matter of a flat bottom. This boat was wide and flat aft, perfect for planing along at toothloosening speed as that flatness skips from swell to swell. But for slogging into a quartering swell under oar power, that flat spot was a mess. As the bow rode up into the air on one wave only that seven foot long by five foot wide back end stayed attached to the water. That shape has no natural direction with which to move through the water, so it skidded around sideways as the wind caught the bow. As a result, the boat fell off to leeward on every swell unless I steered to windward with every stroke. Now is this a rowboat? The hull would be at least rounded and maybe V-shaped, maybe with a wine-glass transom. At any rate, the aft half would have enough purchase on the water that it would prefer to go straight rather than sideways.

Finally, a rowboat would have been longer and narrower. This little tub was fine for climbing in and out of, or carrying the five squirming travellers for which it is rated. But all of that width on a 14' boat does nothing for the poor oarsman. When the lake was glassy calm, I tried to pull crisply and evenly on the oars, hoping to feel the boat spring across the water. Instead, it plods, bludgeoning the lake out of the way with that wide, full bow.

In spite of the boat, the week in the Adirondacks was delightful. So I wrote a note to the camp's owner when I got home, thanking them for a pleasant stay. I praised the scenery, and the cabin, and even the weather. But I should have added a postscript to that note:

Please don't call those things rowboats!

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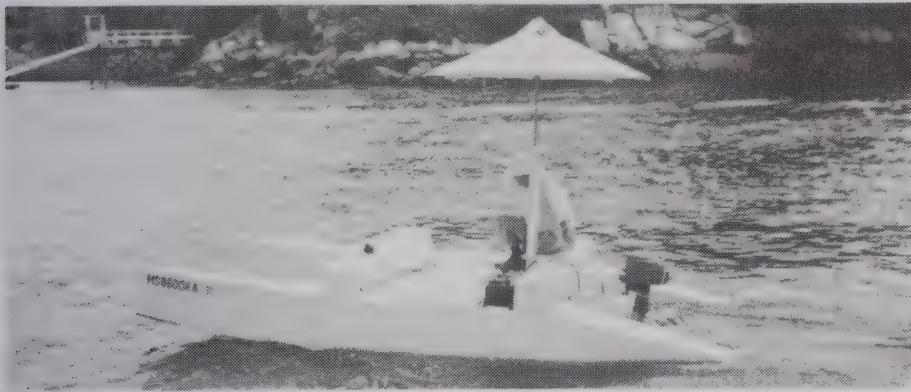
15'6" x 8'0"

Dave Montgomery built this boat for Jim Pope, originally as a test bed for a hand-operated, vertical-axis, reciprocating propeller (a variation on sculling) that Jim had invented. The device worked, but Jim went on to another gadget with better business prospects and converted the catamaran into a picnic boat with a 2-1/2hp Johnson Duck Twin outboard motor and a parasol sunshade. Susanne and I bor-

owed her a couple of times and enjoyed ourselves.

The narrow hulls with strong rocker don't pound especially hard in wakes. She has no handling vices and of course she's exceptionally steady for her light weight.

Building plans aren't available as they were sketchy even before the conversion, but we may do something more with shapes like this, power or sail, as they seem to work at least as well as a lot of more complicated shapes.



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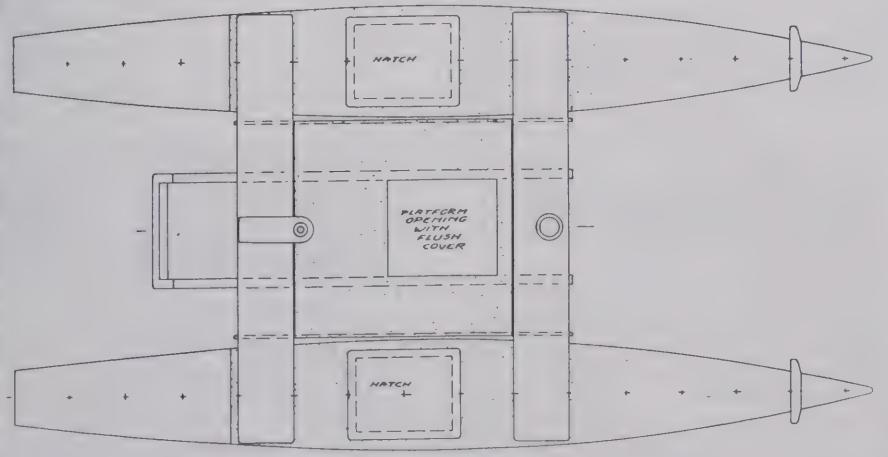
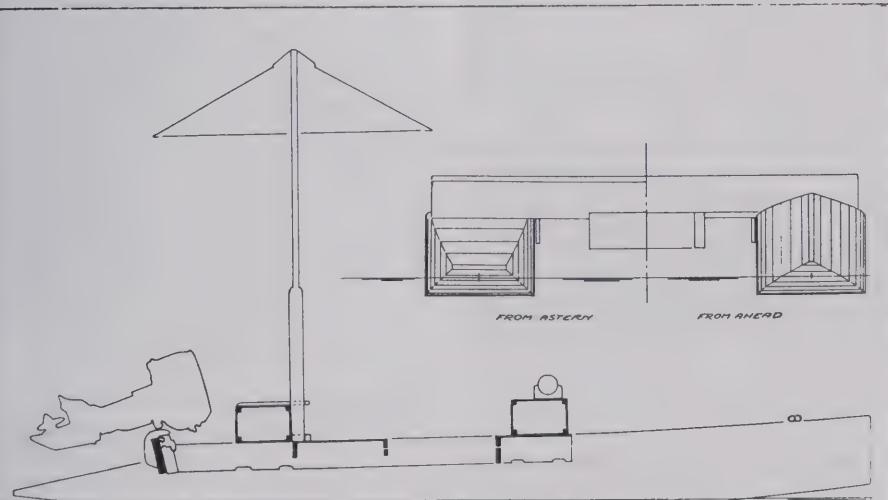
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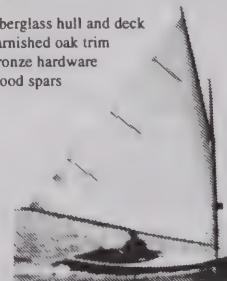
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What You Are Building



Day Break

By Chris Stickney

The boat was a forty year old Mystic Island cutter, one of handful ever built and one of even fewer still afloat.

It was hard to tell where the damage had begun. The keel plank was checked completely through from stem to stern, the heel of the stern post was split on the bolt line right to the shaft log, the cockpit hatch had been very leaky and a lot of freshwater had begun the rot process in the after end of the keel and stern knee. The stem and forefoot had been severely checked by the swelling of corroding galvanized bolts.

The checks had been so severe that they extended from inside the boat to the outside, frustrating any attempts at repair to prevent continual leaking. The galvanized drift bolts in the floor timbers had rusted to the point where they caused the floors to split apart. They weren't fastened to the frames any more and the plank/floor fastenings, as were 85% of the rest of the hull fastenings, were pretty much corroded.

The beginning step was to remove the garboards and the first broad streak. This exposed the keel, floors, frame ends and enough of the stem and stern knee to appraise the extent of deterioration and provide enough access to effect the necessary repairs.

I replaced the sternpost first so the transom was structurally sound and everything was aligned with the keel. Next came the keel bolts and ballast keel. Repairs were made to the floor timbers and frame ends and the floors were bolted to the frames where the previous fastenings had completely disintegrated.

Now with the internal structure sound and the aft section squared away, we were ready to take a break. Ah, yes, the very thing. We'll just replace the engine while we wait. Out came the old Universal Four and in went a two-cylinder diesel. Now was the perfect time to upgrade the wiring as well.

The old keel was removed and used as a template for the new one. This was raised up and bolted to the reconditioned floors and stern knee. At this time the decision was finally made to replace the forefoot

leaving as much of the stem as feasible.

At this juncture, with the backbone renewed and the hull tied back together, the old fastenings, both above and below the waterline, were removed, the holes spiled, and new fastenings installed. The ballast keel was raised, rebedded and new keelbolts were installed. The old bolt pattern in the remaining deadwood did not permit us to rebolt the keel and stern knee properly so that was replaced as well. The final project was to replace the garboards. Add a pinch of caulking, a dash of putty and paint, some minor interior joinerwork and we were ready to launch by the end of May.

I would like to thank the owner for bringing new life to an old classic. The *Day Break* has seen several different owners in her life and I know they'd be proud of the effort that has been expended on her behalf.

Chris Stickney, Boatbuilder, P.O. Box 146, St. George, ME 04857.

Work Ongoing at Montgomery's

I recently joined forces with Jeff King and Kevin Snyder of River Boat Works to rebuild an Alden Malabar. Work will include reframing, replanking from the waterline down, new deck beams and carlines, a ply and epoxy deck and a new deckhouse.

Future projects may include a Bolger Fast Motor Sailer (Chapter 61 in *Boats With An Open Mind*), and a power dory to one of my grandfather's designs. These dories were unique in that they were smooth planked, bent framed and were built up from a small keel instead of a narrow flat bottom.

My grandfather built dozens of these here at the yard in the late 1800's for local fishermen. They were powered by one-cylinder make-and-break engines located in the sterns under small deck houses. Unfortunately none of the original boats survived but from old photos and half-hull models my grandfather left I have been able to work up a fairly accurate set of plans.

David Montgomery, Montgomery's Boat Yard, 29 Ferry St., Gloucester, MA 01930.

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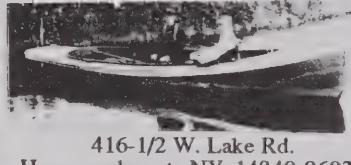
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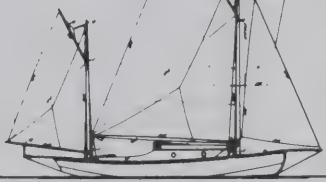
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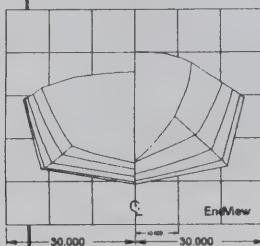


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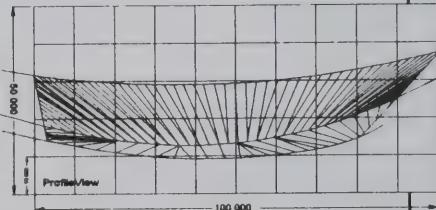
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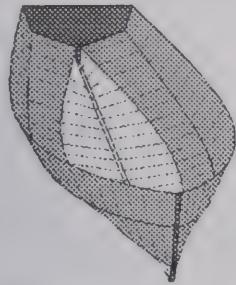
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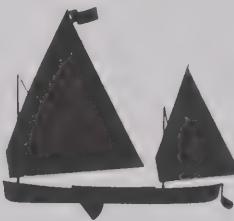
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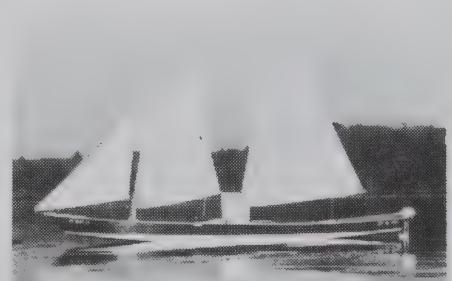
A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to us of the necessary halftone. For return of photo following publication include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy please type or print clearly your ad copy. Mail to "Boats", 29 Burley St., Wenham, MA, 01984. Please no telephoned ads.

(Starting with the August 1, 1994 issue, I have revised the ad format by using **bold print** for each boat/item advertised to better highlight them for ease of locating your needs.)

'87 Alden Ocean Shell, 16' w/wood oars, exc cond. \$900. **'84 Small Craft Encounter**, 18' sliding seat FG sculling boat w/Paintedosi wood oars, etc, exc cond. \$1,000.
FELIX KLOMAN, Lyme, CT, (203) 434-5356. (21)

Elsewhere, 28' Eldridge-McInnis Samurai cruising sloop, blt '58, rblt Montgomery Boat Yard '93. 22hp Palmer 40 hrs on rblt. Cruised Maine summer '94. Fully found. \$8,000.
MONTGOMERY BOAT YARD, 29 Ferry St., Gloucester, MA 01930, (508) 281-6524 days, (508) 283-0262 eves. (21)



31' Bolger Folding Schooner, trailerable, \$2,500.
ANDRE VENABLES, New Paltz, NY, (914) 255-4538 eves. (21)

17' Michicraft Canoe, ltwt alum, rigged for ACA class racing (sail #1146). Alum spars & kickup rudder, self-tending tiller. Compl in every way for ACA class racing or recreational sailing. 38" beam outside sponsor. \$700.
DON CLEVELAND, 10 Museum Rd., Beverly, MA 01915, (508) 922-7555. (22)

Alden Ocean Shell, blue & white, bought @ NY Boat Show in '78. Never used, pristine cond, compl \$750. M. HICKMAN, 32 Savin St., Arlington, MA 02174, (617) 641-2584. (22)

Gloucester Light Dory, compl late fall '94, used twice. Full length marine ply, all woodworking white oak, silicon bronze nails, screws & hrdwre. Exc cond. \$1,850.
BRIAN HAINER, East Haven, CT, (203) 469-4940 phone/fax. (22)

20' Sharpie, gaff rig CB w/bowsprit, jib & 2 different sized mains. Grt fun to sail, a real eye catcher. Asking \$2,000.
RICHARD BLAKE, E. Falmouth, MA, (508) 548-5586. (22)

24' Lyman, '61, 225hp Ford V-8 FWC new '76. 2 depth finders, 1 video w/speed & temp. Alum fuel tank. Grt boat, used every year. Asking \$3,000.
RICHARD BLAKE, E. Falmouth, MA, (508) 548-5586. (22)

Rhodes Bounty Sloop, '40, 38'9"x 27'6"x 9'8"x 5'8". SA 640, fuel 25 gal, water 60 gal. Mahogany on oak, epoxy saturated in & out, epoxy puttied seams. Bare hull w/all spars, rigging & hrdwre. Professionally done, experienced amateur or professional bldr should finish. Health forces sale @ \$10,000 OBO.
JOHN ABBOTT, S. Dennis, MA, (508) 432-7658. (22)

12' SF Pelican, sailing pram in vy gd shape. \$850.
FRED ZAPF, Toms River, NJ, (908) 270-4749. (22)

Old Town Canoe, new older stock 16' Guide custom blt w/outside stems, half ribs, mahogany seats, full stem & keelplate, diamond bolts. \$2,800.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (22)

17' Logan Dingo Sailboat, FG, nice lines, bluff bow, cuddy, ample cockpit, vy quick boat. Gd sails, alum mast & boom, new rudder. Clean, in exc cond. Will deliver any reasonable distance in ME from Boothbay Hbr. \$1,000.
RICHARD MAC DONALD, Boothbay Hbr., ME, (207) 633-4815. (22)

Cape Dory Typhoon Weekender, much loved *Storm Dancer*, \$3,500. **Culler Sampan**, unfinished, \$400.
PAUL SCHWARTZ, Salem, MA, (508) 744-0445. (22)

15'4" Micro Cruiser, Phil Bolger design w/plans to compl. Marine ply, all frames, sides & bottom compl & installed, epoxy resin coated. Ballast incl, nds to be cast & mnted & cabin top compl. Change in plans, unable to compl. **Free** to 1st person w/truck or U-Haul.
JIM MILDENSTEIN, Bremerton, WA, (206) 479-3265. (22)

Klepper Folding Kayak, double, wood frame in fairly gd cond, compl. Make offer.
John Selmer-Larsen, Rockport, ME, (207) 872-1073, (207) 873-9165. (22)

17' Swampscoot Dory, brand new sailing dory w/OB well, rigged & ready to go. Blr's own boat being sold unexpectedly, a rare opportunity to own a classic design that incl both traditional & modern materials for ease of maintenance. Oars, mast, boom, mainsail, jib, rudder, tiller, yoke (interchangeable w/tiller) & custom mooring cover are parts of package for \$5,500. Trlr available.
NED COSTELLO, Middle Haddam, CT, (203) 267-6847. (22)

20' Sailstar Corinthian Sailboat, slps 2, nds a little TLC, currently in New Haven CT area. **Trade** for 2 passenger Arrow Class iceboat.
STEVEN ROSSI, W. Bloomfield, MI, (810) 6820-7259. (22)

20' O'Day Sailboat, w/trlr & 6hp longshaft Evinrude. New main, portable head, galley, berths for 4. Easy tow, easy launch. Exc cond, ready to sail, \$3,500.
DAVID FULLER, Franklin, NH, (603) 934-3296 evaes. (22)

12' Fairly Firefly Racing Dinghy, molded mahogany hull, 2 sets sails, '92 trlr, beach launching trlr. Blt '55, w/paperwork. \$1,500 OBO.
JAMIE BOOTH, Reading, MA, (617) 942-9596. (22)

25' Frisco Flyer Sloop, Cheoy Lee '61, teak hull copper riveted, nds after decking & cosmetics, slps 4, spruce spar, exc capable sailer. \$4,000. **28' Samurai Sloop**, '58, husky roomy Eldridge-McInnes cruiser, dbl planked, slps 4, galley, Graymarine, vy gd cond. \$4,500. **24' Sharock Sloop**, (Cape Cod Sr.), Burgess keel/CB daysailer, lg open cockpit, fine lines, exc cond. \$3,500. **25' Amphibicon Sloop**, '57, keel/CB strip planked cruiser for 4, full galley, legal head & holding tank, compl redone structurally & cosmetically, 15hp '89 Evinrude (low hrs) in aft well, depthsounder, speedometer, roller genoa. \$5,000.
FULL SEA, Greenport, NY, (516) 734-7409. (22)

7-1/2' Nutshell Sailing Pram, blt by Stebbins & Burnham Ltd. Compl w/original sail, dagger board, rudder & oars. Nds. Nds TLC. \$400.
FRED DESMOND, Beverly, MA, (508) 922-7907 aft 6pm. (22)

Luders L-24 Sloop, '47. 38'x 24'x 6'x 5', 6,300 lbs displ, 400sf sail. Partner wanted, \$12,000.
FULL SEA, Greenpoint, NY, (516) 734-7409. (22)



24' Cornish Crabber, Mark II, '87. FG gaff cutter, Sitka spars, tanbark sails, roller furling headsails, topsail, dodger, Yanmar diesel, 2 batteries, Loran, autopilot, folding deck-stowed tender, exc cond. Superb seaworthy coastal cruiser.

ANDREW OLDMAN, Cambridge, MA, (617) 547-9061. (22)



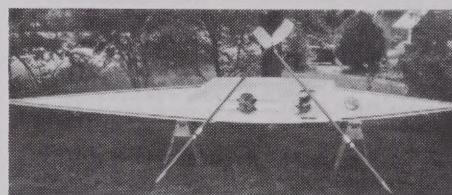
Sea Pearl 21, w/all modern options incl conv top. Kept indrs. Classic teak rails, water ballast, marconi rig w/ leeboads & 2 suits sails, 1 brand new. Trlr like new. Transport can be arranged. \$6,300 or trade for Dovekie.
DON JANES, 13465 Marquette Blvd., Ft. Myers, FL 33905. (22)



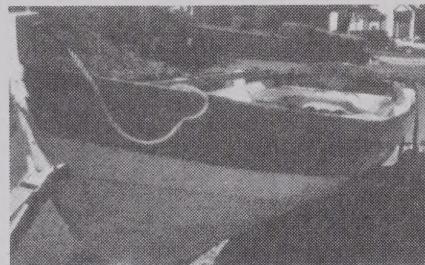
Classic One-of-a-Kind, converted to power when Gran'ma could no longer handle sail. 27'x 12'x 3'. Lg stand up cabin w/galley & private head. Plenty storage room. Economical 4cyl IB, vy lg cockpit. If you liked the *African Queen* you'll love this one. Continuous compliments. Pre-season price \$2,950.
JEREMIAH FISCHER, Box 2167, RD 1, Wall Twp., NJ 07719-9708, (908) 449-2799. (22) PHOTO

Piscataqua Wherry, blt by Pauliotte from museum plans. Cedar on oak, mahogany trim. Gunter rig, red dacron main & jib. 2 sets 7' S&T spoon oars, bronze hardware & oarlocks, cushions, anchors, etc. Just refinished and interior oiled. Super cond, rows beautifully. Galv Cox trlr. \$2,500 firm.

RAY SOBEL, Lebanon, NH, (603) 448-4246. (23)



21' Small Craft Rowing Shell, FG in gd cond w/9' FG oars. \$2,200 new, must sell, \$800.
JAKE MILLAR, 612 Fisherman Pl., Brick, NJ 08724, (908) 295-0531. (23)



10' Chaisson Lapstrake Tender, wooden, 4' beam. Stem, frames & cleats oak, transom, sheer, seats mahogany, bottom & garboards FG. True classic, blt '88 by Whittier Voc. Tech boat school graduate. \$2,300.
DON GALVIN, 3 Westford St., Saugus, MA 01906, (617) 231-0710, (617) 233-6214. (23P)



Custom Building, steam & gasoline launches, Grand Banks & semi-dories, yacht tenders. Send SASE for brochure.
AEOLUS BOATS, Old Coast Rd., Davenport, CA 95017. (23P)



FOR CHARTER, 35' classic sailing yacht "Pleiades". Comfortable cruising for 4 on this fully restored and well maintained vessel. Penobscot Bay, ME. \$975 weekly.

GEORGE EVANS, Islesboro, ME, (207) 734-6641 eves. (TFP)

Clearing the Decks (Ways?). 11' Cartopper, no oars, w/parts for CB & rudder, \$200. 14' Peapod, decked for rowing, no oars, \$650. 14' Cuddy Cabin similar to Rabl's no spit & polish boat for the water Gypsy, 6hp LS Evinrude, trlr (2 spare wheels), \$350. **16' Great Pelican**, full red 7 white main & jib by Norseman, all spars. Nds. Nds to be rigged. Rugged \$2,000 Shoreline 4" channel trlr, 13" wheels w/spare, customized for Pelican. \$1,995 firm.
STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (TF)

23' Rob Roy Canoe Yawl, rare classic, exc cond. Brewer designed. Dk grn FG hull, CB, tabernacle mast, gunter rig, 5 tanbark sails, roller furling, bronze portholes, teak trim in/out, head w/holding tank, speed/depth/log, dual axle trlr w/uprights, 5hp Nissan in well. Shoal draft easy single-hander, slps 2. \$15,000.
MARTIN BASSANI, 3109 Palm Dr., Delray Beach, FL 33483, (407) 734-0402. (TF)

BOATS WANTED

9' Dyer Dhow Sailboat, 9' Keowee Kayak.
RICHARD FOSTER, Portsmouth, RI, (508) 994-6844 days. (21)

Bolger Tennessee or Trawler, builder wanted.
GARY WHITLEY, 10626 Southall Dr., Charlotte, NC 28270, (704) 845-1716. (22)

SAILS & RIGGING FOR SALE

Mirror Dinghy Rig, mast, boom, rudder, sails. Gd cond. \$100 OBO.
BERT LUSTIG, Berkeley Springs, WV, (304) 258-1195. (21)

Spring Clearance Sale: Sails, spinnakers, rigging parts, many others for 8'-20' dinghies & sailboats, incl Wood Pussy masts, booms, sails. Call for detailed listing.
CAPE ANN SMALL CRAFT, Gloucester, MA, (508) 281-6530. (22)

Fast Traditional Sails, 1st, 2nd boats, Fleet A. WoodenBoat regatta wore DABBLER SAILS. Lug, gunter, sprit, gaff, etc., in white, tanbark or "Egyptian" dacron.
DABBLER SAILS, P.O. Box 235, Wicomico Church, VA, 22579, (804) 580-8723. (6P)

SAILS & RIGGING WANTED

Used Main & Jib, for older O'Day Javelin. Will be used only for messing about, not racing. **Used Gaff Rig**, main between 125-145sf to fit 14' hull.
DAVE NIELSEN, Somers, CT, (203) 528-2106, 8am-4pm. (21)

Sail, approx 75sf, sprit or gaff, w-w/o mast & running gear.
JOHN LOFTY, Lee, NH, (603) 659-2990. (21)

GEAR FOR SALE

Nutshell Building Jig, \$50.
NATE CAREY, Grantham, NH, (603) 643-3658 days, (603) 863-2915 eves. (21)

Michigan Boat Plates, '52-'74. 4-cyl Gray Marine Engine, \$250, or trade for guns.
ROY ROYAL, Columbus, MI, (810) 727-7320 aft 6pm. (21)

British Seagull OB, 5.5hp, Silver Century Plus. Long shaft w/clutch. A great motor. \$350.
JIM CASNER, Canton, OH, (216) 499-3164. (21)

Canoe Seat/Yoke, by Spring Creek, \$20. Perception Solo Saddle, \$35. Wet Suit Top, 1/4" med/lg, gd cond. \$10.

BERT LUSTIG, Berkeley Springs, WV, (304) 258-1195. (21)

Piantedosi Oars, extra pair, \$150.
FELIX KLOMAN, Lyme, CT, (203) 434-5356. (21)

9 Signal Flags, full size 36"x28" w/brass clips & rings.
A, F, H, J, K, L, design 3, design Port, Code & Ans.
Price reduced to \$4 ea, \$30 for all incl shipping.
J.W. SIMS, Camden, ME, (207) 236-0652. (22)

Coventry Victor 9-11hp Diesel, \$350. Shipmate
Stove, \$350. Walker Excelsior Log, \$300.
PAUL SCHWARTZ, Salem, MA, (508) 744-0445.
(22)

Perkins 4-108 Diesel, long block assy, zero hrs on
total rbl'd. Incl rblt starter, alternator, injector pump &
injectors. Documented. \$2,400.
JOHN ABBOTT, S. Dennis, MA, (508) 432-7658.
(22)

New Cummins 4BT3.9M Turbo Diesel, never wet.
150hp, 3.9 litre, perf, fully marinized. \$5,500 or trade
for?
JOHN McDANIEL, Columbus, IN, (317) 889-1957,
(812) 378-4236 eves. (22)

Canoe Sail, 44sf lateen sleeve, ACA design for cruising,
simple to use & store, w/plans for rig. \$205.
MARILYN VOGEL, 2210 Finland Rd., Green Ln.,
PA 18054. (22)

1" Shaft 4'6" long, Stuffing Box, 8"x10" Rect Rudder
w/arm, \$75.
STAN DZIEJMA, S. Walpole, MA, (508) 668-3879.
(TF)

British Seagull Parts & Service. Many in-stock items
are discounted. Please send FULL Serial Number/letter
code from R/H side of crankcase when ordering.
ROB ALLAN, 7044 Justine Dr., Malton ON L4T
IM3, Canada, (905) 676-8880; Fax (905) 676-8878.
(TFP)



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WATERMARK, P.O. Box 2732S, Kennebunkport, ME 04046. (TFP)

There is nothing—absolutely nothing—

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T-SHIRTS featuring illustration and quotation
from "The Wind in the Willows". Heavyweight
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\$15.50. Long sleeve \$21.00. 50/50 gray
sweatshirt \$25.50. M, L, XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring,
MD 20918. (TFP)

GEAR WANTED

Trailer, for 16' dory. **Oarlocks**, #1-12 cowhorn.
JOHN LOFTY, Lee, NH, (603) 659-2990. (21)

Gd 2.5:1 Gear, for 90hp, or 10-20hp Diesel, w/gear.
JOHN McDANIEL, Columbus, IN, (317) 889-1957,
(812) 378-4236 eves. (22)

Inflatable Boat, Zodiac, RB15 or similar.
GILBERT DOUGLAS III, 1868 Patton Chapel Rd.,
Birmingham, AL 35226-3317, (205) 823-3047. (22)

Beetle Cat Parts, particularly nd boom & rudder,
consider anything else.
ROY TERWILLIGER, Harwich, MA, (508) 432-0549. (22)

Great Old Model Boats, scratch bld.
K.O. LUND, 3827 Oakhills Dr., Bloomfield Hills, MI
48301, (810) 258-7178. (22)

BOOKS & PLANS FOR SALE

Canoe Magazine, '83-'93, \$25. River Runner
Magazine, '84-'88, \$10. WoodenBoat Magazine,
Vol. 49-110, \$50OBO.
BERT LUSTIG, Berkeley Springs, WV, (304) 258-1195. (21)

'95 Canoe Sailing Calendar, 12 b&w photos of 1884-
86 historic sailing canoes from ACA collection at NY
Historical Assoc library in Cooperstown, NY. \$10
proceeds to *Canoe Sailer*, newsletter of ACA Canoe
Sailing Committee. Free copy of newsletter on request.
MARILYN VOGEL, 2210 Finland Rd., Green Ln.,
PA 18054. (22)

Unbuilt Boat Plans: 15' Withholtz catboat *Corrus*,
\$25; 18' Tracy O'Brien cuddy cabin sharpie *Kayleigh*,
\$25; 16' Clark-Craft plywood Swampscott-like dory,
\$15. Ken Hankinson stitch & glue dinghy *Sabotina*,
\$15.
LARRY APPLEBAUM, 4646 Spring Dr., St.Louis,
MO 63123, (314) 544-2865, fax (314) 544-7877. (22)

Books: *Beachcruising* by Doug Alvord, \$15. *The Gaff
Rig Handbook* by John Leather (imported from
England), \$25.
LARRY APPLEBAUM, 4646 Spring Dr., St. Louis,
MO 63123, (314) 544-2865, fax (314) 544-7877. (22)

WoodenBoat Magazine, 25 issues, latest back. \$1 ea
postage cost, \$3 ea.
BRUCE LEGGATT, 1858 Bayshore Dr., Niceville,
FL 32578-3712. (22)

New Book, *Seafood Is Supreme*, Rainbow Books, Inc.,
ISBN 1-56825-017-7. 285 page guide on how to pur-
chase & prepare seafood w/over 100 famous recipes
from famous people (and other vignettes). FREE de-
tails.
THE MARINER, P.O. Box 781B, Old Lyme, CT
06371-9986. (23P)

10 Small Boats File, compl plans w/stitch & glue bldg
instructions for 10 boats between 7' & 16', sail, oar,
OB. Total 64 detailed sheets + 50 pgs instructions.
Full size patterns available. File \$35, info \$2.
MERTENS-GOOSSENS NA, 434 23rd St. SE, Vero
Beach, FL 32962 or jmg2@aol.com. (24P)

Outboard Skippers, improve your skills & discover
the tremendous possibilities of boats under 20' in
length. *The Outboard Boater's Handbook* covers all
aspects of these amazing boats. Edited by Dave
Getchell, Sr., founding editor of the *Small Boat Journal*.
A great Christams present. Send \$21.50, incl
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D.R. GETCHELL, RR 1 Box 3355, Appleton, ME
04862. (TF)

"Sleeper", 7'10" cartoppable sailing cruiser. Slps 2
below deck. Info \$3. Plans \$17 (my cost). You send
me \$20 more if you use them.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA
94912. (9/95P)

Boatbuilding Articles. Copies of articles from old
boatbuilding manuals. It is possible to build a boat
from most of these articles. \$4 for list of hundreds.
E.G. RAGSDALE, P.O. Box 153, Florence, OR
97439, (503) 997-7818. (TF)

**"Canoeing Journals of James S. Cawley, 1915-
1919"**, available in paperback. Daily writings of ca-
noeing & camping on various adventure cruises. Writ-
ten by co-author (with wife) of "Exploring the Little
Rivers of New Jersey", these journals were rediscovered
& now printed for the first time. \$10 postpaid.
NANCY C. JEROME, RFD #1 Box 202A, Waitsfield,
VT 05673. (TF)



Sea Kayak Plans. "Seguin" is a sleek, lightweight
kayak designed for ocean touring. Classic Greenland
lines. Simple stitch & tape construction is ideal for
the home builder. Easy to follow plans are accompa-
nied by 40 pg construction manual.
ROB BRYAN, P.O. Box 475, Woolwich, ME 04579-
0475. (TFP)

Canoe/Kayak Plans, 16' wood/canvas, can be
fiberglassed. Since 1962. Free information.
TRAILCRAFT, 405 State St. Dept. M, El Dorado,
KS 67042. (TFP)

"Out Your Backdoor" #6 out now! Like "Messing
About in Boats" & "Rolling Stone" blended together,
shaken, not stirred. A friendly aperitif to whet your
wild whistle. New review: "OYB" puts guts & hu-
mor back into the outdoor scene." \$8 sub.
"OYB", 4686 Meridian Rd., Williamston, MI 48895.
(TFP)

Canoe Lines, Plans, Offsets, Mold Patterns, for 12',
14-1/2', 16' & 18-1/2' canoes drawn for traditional
beauty & versatility. Sized for either strip bld or wood/
canvas constr.

FRANKLIN CEDAR CANOES, Box 175, Franklin,
ME 04634, (207) 565-2282. (TFP)



Classic Moth Boat Plans, available for 11' Dor
Willey type sailboat. Qualifies for annual regatta in
September. Plans \$25 + \$3 postage.

MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy.
17S, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

BOOKS & PLANS WANTED

Maine Related Books, wanted by collector (from
lighthouses to logging) & souvenirs. Also from NH,
VT, NS.

GUNNAR SEIGH, 17 Creek Rd., Staatsburg, NY
12580, (914) 889-4592. (21)

Small Boat Journal, compl set. Why bother placing
an ad for sale? Just call me.
STEVEN ROSSI, W. Bloomfield, MI, (810) 682-
7259. (21)

Small Boat Journal, compl or nrly compl set.
Richard Foster, 111 Glen Rd., Portsmouth, RI, 02871.
(21)

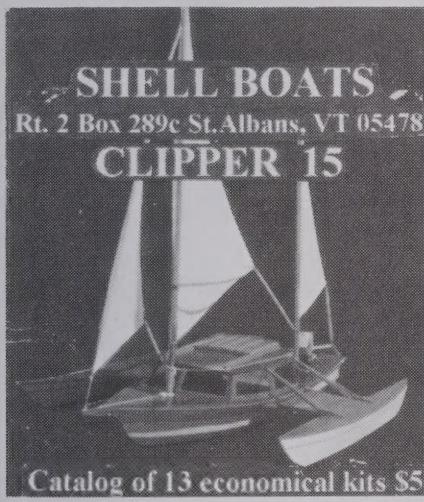
Yacht Club Archives, histories, yearbooks, old
burgees, registers, directories, lists.
BURGEE DATA ARCHIVES, 117 Airdrie, Toronto,
ON M4G 1M6. Phone/Fax (416) 423-9979. (21)

1918 Old Town Canoe Catalog. Also looking for
Kennebec Catalog, any yr.
JOE AMOROSO, 19 Forest Ln., Cumberland, ME
04021, (207) 829-4605 eves & wknds. (22)

Old Boat & Outboard Motor Sales Brochures, and
pre-1960 boating magazines.
NAT HAMMOND, 672 E. Campville Rd., Endicott,
NY 13760, (607) 754-3126 eves. (3P)

MISC NAUTICAL RELATED ADS

Summer Rental. House on Swans Island, ME nr
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land. 2 sand beaches, launching sites for small boats.
Access to island by ferry 6 times daily. \$550/wk, Sat.-
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IVER LOFVING, (After April 8) Box 366, Swans
Island, ME 04685, (207) 526-4121, (207) 773-9505.
(TF)



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Capture the nautical spirit of
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which emit light through a
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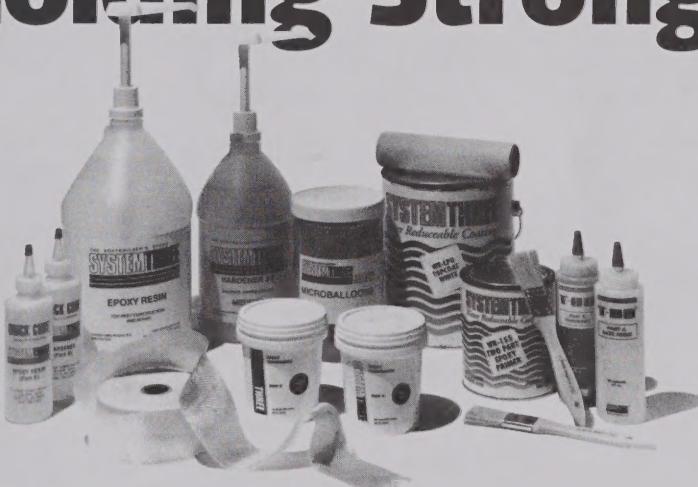
**Free Color Catalog
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For over fifteen years, owner-built projects have relied on System Three Resins for products that fit a variety of applications.

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From start to finish, no matter what your project, we've got the right product for you. And we'll get it to you when you need it. Call or fax your order before noon Pacific Time and it's on its way to you the very next day. Freight to a U.S. zip code is never more than \$5.00 – regardless of the size of your order.

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...And in carports and barns and basements and home workshops.
Our customers build hundreds of kayaks at home every year. Some start with plan sets, others with our easy-to-assemble kits.

Most of our customers don't have a lot of tools or woodworking skill. Fortunately, a few simple hand tools and basic skills are enough.

Some don't have a lot of spare time. They're glad it takes only about 60 hours to build the boat in the photo.

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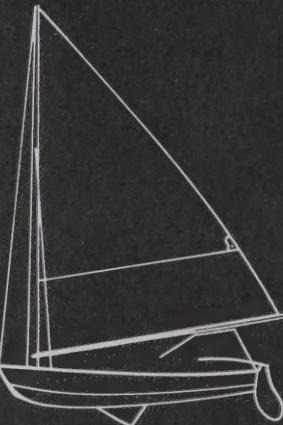
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